H-D SUPER GLIDE TEST
DALESMAN ENDURO TEST
FIBERGLASS CUSTOMS
FILTER FACTS
250 CZ TEST

A 350cc thumper to move you out in front. And unwind the world . . . and put it all back together again. Your way. You and your Sprint . . . one for the road. AMF | Harley-Davidson, Milwaukee, Wis.

Sprint SS350. another outperformer from Harley-Davidson.

MODERN CYCLE

VOL. 8, NO. 6 JUNE, 1972

CONTENTS:

A BLAST FROM THE PUBLISHER	4
EUROPEAN SCENE	6
LETTERS FROM THE TROOPS	8
MATTERHORN HILLCLIMB	10
UP ON THE PEGS	14
250 CZ TEST	16
TRICK FORK SEALS	22
DUNECYCLE IMPRESSION	25
VIEWFINDERS GRAND PRIX	29
HARLEY-DAVIDSON SUPER GLIDE TEST	33
FIBERGLASS CUSTOMS	40
MICRO TIME TIMING	45
DAYTONA 200 REPORT	48
MODERN CYCLE READER SURVEY	55
DALESMAN 125 ENDURO TEST	59
POWDER PUFF POWER	65
NEW PRODUCTS	68
MISS MODERN CYCLE	69
THE HI MOUNTAIN ENDURO	70
FACTS ON FILTERS	73
NUTS & BOLTS	77
TOYOTA HILUX IMPRESSION	78
ACTION PHOTO CONTEST	81

GORDON KARREL • PUBLISHER
DAVE EKINS • EDITOR
JEANNE ALLEN • ASSOCIATE EDITOR
RON HARPER • ART DIRECTOR
ROBERT LEE • ADVERTISING SALES
JERRY STANFIELD • CIRCULATION MANAGER
DIANA NOBLE • READER SERVICE

MIC
MOTORCYCLE INDUSTRY COUNCIL, INC.

CONTRIBUTORS: Gary Tomei — Mike Hodgins — John Larson — Yukio Kuroda — Dan Mahoney
Bill Delaney — Eric Raits — Dennis Greene — George Hays — Roger Hull

MODERN CYCLE MAGAZINE is published monthly by MODERN CYCLE PUBLISHING, INC., 7950 Deering Avenue, Canoga Park, California 91304. Telephone (213) 887-0550. Copyright 1972 by MODERN CYCLE PUBLISHING, INC. All rights reserved on entire contents; nothing may be reprinted, in whole or in part, without written permission of the publisher. Not responsible for unsolicited material. Manuscripts, photographs and drawings not returned unless accompanied by a stamped, self-addressed envelope. Single copies 75¢. Subscriptions $7.50 for 12 issues (one year), $14.00 for 24 issues (two years). Printed in U.S.A. Second class postage paid at Canoga Park, California and at Sparta, Illinois.

A BLAST FROM THE PUBLISHER

Reprinted here, in its entirety, is a document signed by President Nixon on February 8th, 1972. Read it very carefully; it's important!

An estimated five million off-road recreation vehicles—motorcycles, minibikes, trail bikes, snowmobiles, dune buggies, all-terrain vehicles and others—are in use in the United States today, and their popularity continues to increase rapidly. The widespread use of such vehicles on the public lands—often for legitimate purposes but also in frequent conflict with wise land and resources land management practices, environmental values, and other types of recreational activity—has demonstrated the need for a unified federal policy toward the use of such vehicles on the public lands.

Now, therefore, by virtue of the authority vested in me as President of the United States by the Constitution of the United States and in furtherance of the purpose and policy of the National Environment Policy Act of '69 (42 USC 4321), it is hereby ordered as follows:

Section 1. PURPOSE. It is the purpose of this order to establish policies and provide for procedures that will insure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various users of those lands.

Section 2. DEFINITION. As used in this order, the term:

(1) "Public Lands" means

(a) All lands under the custody and control of the Secretary of the Interior and the Secretary of Agriculture, except Indian lands.

(b) Lands under the custody and control of the Tennessee Valley Authority that are situated in western Kentucky and Tennessee and are designated as "Land Between The Lakes," and

(c) Lands under the custody and control of the Secretary of Defense;

(2) "Respective Agency Head" means the Secretary of the Interior, Secretary of Defense, the Secretary of Agriculture, and the Board of Directors of the Tennessee Valley Authority with respect to public lands under the custody and control of each;

(3) "Off-Road Vehicle" means any motorized vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swamplands, or other natural terrain; except that such term excludes:

(a) Any registered motor boat,

(b) Any military, fire, emergency, or law enforcement vehicle when used for emergency purposes, and

(c) Any vehicle whose use is expressly authorized by the respective agency head under a permit, lease, license, or contract; and

(4) "Official Use" means use by an employee, agent, or designated representative of the federal government or one of its contractors in the course of his employment, agency, or representation.

Section 3. ZONES OF USE.

(a) Each respective agency head shall develop and issue regulations and administrative instructions, within six months of the date of this order, to provide for administrative designation of the specific areas and trails on public lands on which the use of off-road vehicles may be permitted, and areas in which the use of off-road vehicles may not be permitted, and set a date by which such designation of all public lands shall be completed. Those regulations shall direct that the designation of such area and trails will be based upon the protection of the resources of the public lands, promotion of the safety of all users of those lands, and minimization of conflicts among the various uses of those lands. The regulations shall further require that the designation of such areas and trails shall be in accordance with the following—

(1) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, or other resources of the public lands.

(2) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats.

(3) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to insure the compatability of such uses with existing conditions in populated areas, taking into account noise and other factors.

(4) Areas and trails shall not be located in officially designated Wilderness areas or Primitive areas. Areas and trails shall be located in areas of the National Park System, Natural Areas, or National Wildlife Refuges, and Game Ranges, only if the respective agency head determines that off-road vehicle use in such locations will not adversely affect their natural aesthetic or scenic value.

(b) The respective agency head shall insure adequate opportunity for public participation in the promulgation of such regulations and in the designation of areas and trails under this section.

(d) The limitations on off-road vehicle use imposed under this section shall not apply to official use.

Section 4. OPERATING CONDITIONS. Each respective agency head shall develop and publish, within one year of the date of this

order, regulations prescribing operating conditions for off-road vehicles on the public lands. These regulations shall be directed at protecting resource values, preserving public health, safety, and welfare, and minimizing use conflicts.

Section 5. PUBLIC INFORMATION. The respective agency head shall insure that areas and trails where off-road vehicle use is permitted are well marked and shall provide for the publication and distribution of information, including maps, describing such areas and trails and explaining the conditions of vehicle use. He shall seek cooperation of relevant state agencies in the dissemination of this information.

Section 6. ENFORCEMENT. The respective agency head shall, where authorized by law, prescribe appropriate penalties for violation of regulations adopted pursuant to this order and shall establish procedures for the enforcement of those regulations. To the extent permitted by law, he may enter into agreements with state or local governmental agencies for cooperative enforcement of laws and regulations relating to off-road vehicle use.

Section 7. CONSULTATION. Before issuing the regulations or administrative instructions required by this order or designating areas for trails as required by this order and those regulations and administrative instructions, the Secretary of the Interior shall, as appropriate, consult with the Atomic Energy Commission.

Section 8. MONITORING OF EFFECTS AND REVIEW.

(a) The respective agency head shall monitor the effects of the use of off-road vehicles on lands under their jurisdictions. On the basis of the information gathered they shall from time to time amend or rescind designations of areas or other actions taken pursuant to this order as necessary to further the policy of this order.

(b) The Council on Environmental Quality shall maintain a continuing review of the implementation of this order.

/s/ Richard M. Nixon
President

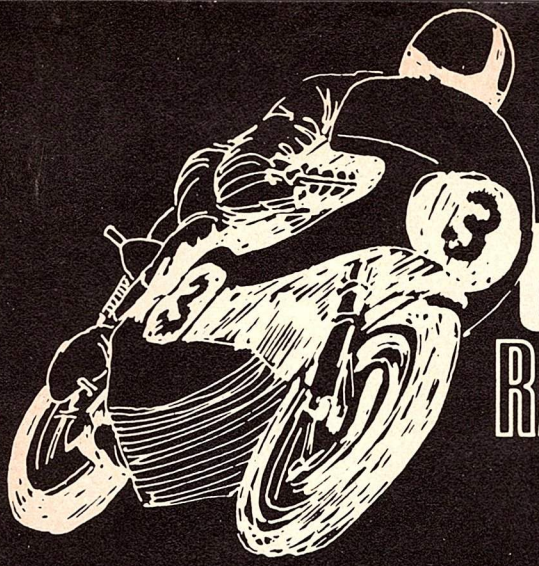
February 8, 1972 •

President Nixon has called for action which could result in the "Golden Age" of off-road riding—or in the death of the sport, it depends on the manner in which those called upon to make the decisions react. Considering the deadline placed on the whole matter, a mere six months, I fear that those who will have to make the decisions will come up with plans or programs which will seriously curtail the sport of off-road riding.

(Text continued on page 28)

October 24, 1971--Gary Bailey's Bultaco failed to finish. That was the only time!

AT MEMPHIS, TENNESSEE, ON OCTOBER 24TH, 1971, GARY BAILEY'S BULTACO STOPPED WITH ENGINE TROUBLE. BUT THAT WAS THE ONE AND ONLY TIME IN 64 STARTS DURING LAST SEASON! THE REST OF THE YEAR SAW THE BAILEY/BULTACO COMBINATION TAKE 43 FIRST PLACES, 11 SECONDS AND 9 OTHER TOP-SIX PLACINGS! ALONG THE WAY HE CAPTURED THE 250CC CLASS TITLE IN THE AMA SPRING PROFESSIONAL MOTO-CROSS SERIES. WRITE TO BULTACO SERVICES, PO BOX 433, SILVERADO, CALIFORNIA 92676 FOR MORE DETAILS OF BULTACO'S COMPETITION-PROVEN RANGE.



THE european RACING GAME

Another of the sacked BSA team in the moto cross world has gone foreign—Keith Hickman, who is riding Husqvarna in the 500 British Championships and European mainland events. This is the first time he has ridden "foreign."

Arthur Browning, ex-Greeves Number One works rider, is mixing his rides as he has contracted to ride Bultaco in the 250cc class, and up-to-date has been free-lancing on the loaned works 410 AJS with considerable success. Arthur took a first and second in the big TV World of Sport in January and in the February repeat meeting a first and second again. Pitted against him were such top liners as John Banks, latest works CZ—Bryan Wade, works Husky — Jimmy Aird, Scottish Champion—New Zealander Ivan Miller, Husky—and Dave Bickers, CZ. This performance brought joy to the AJS camp which this bike had nothing lacking in speed and power when pitted against the best foreign machinery. The new Greeves Q.U.B. in the hands of works man Dick Clayton proved very fast, but a puncture in one race and plug failure in another put him out of the reckoning.

The controlling body of the sport in Britain is the Auto Cycle Union, but a thorn in its side since its formation in 1932 has been the central England-located Amateur Motor Cycle Association. This is a real live-wire organization for Amateurs which embraces the Amateur game in Germany, Holland, Belgium, Italy and Switzerland. The A.M.C.A., to give it its short well known title, has never been recognized by the A.C.U., and Union riders are forbidden to compete in A.M.C.A. events. However, so serious have the inroads now become into the A.C.U. spheres of operation with the Amateur mob encroaching into more territory—that pressured by its own centers—the Union is now giving belated recognition to a degree that A.M.C.A. riders are to be allowed to compete in A.C.U. events. The A.C.U. stresses that no reciprocal A.M.C.A. action is contemplated, but riders wishing to sit on both sides of the fence can do so by joining the A.M.C.A. Works riders or Professionals as always are debarred from Amateur membership.

When the BSA competition shop closed its doors, there existed several works engines and these were snapped up by specialist dealers. Emerging from the stable of one worthy Alan Clews is a real big banger moto cross iron—a 608cc, 88mm x 100mm—bringing back the thump of the old long stroke singles. (The 500 MX or 499cc was 84 x 90 stroke.) Along with the engines, other works goodies were acquired such as conical wheel hubs, fork sliders, axles, and frame bolts in the exotic, but costly magnesium alloy. Production is underway and the first batch of these specials have been sold.

Trials riders in Britain have the task of silencing their bog-wheelers which task has to date seemed to be beyond the means of the manufacturers. Noise meter tests are the order of the day in many big open trials, and more than a few works runners have suffered the 10 mark penalty for exceeding the 97 decibel reading. The meter device is located at the stipulated distance from a full bore in 2nd or 3rd gear where, in theory, true readings are recorded. In some trials the chief offenders have been the new 250 Ossa (a similar mount gave in contradiction the quietest reading). At another trial the Bultaco Sherpa's were the chief culprits—which proves just what? One consistently noisy Pathfinder Greeves whose rider had removed his tailpipe standard-fitted noise reducer had the good luck to have a bunch of spectators pass between the recorder and rider just as he made his noisy climb which the body mass seemingly absorbed.

Hakan Andersson, who was one of World Champion Joel Robert's biggest rivals, has switched from his 1971 Husky to Yamaha for 1972 which will provide Japanese opposition to the conquering Suzukis.

The cheapest moto cross machine on the world market is the all alloy Sprite which was formerly marketed in the U.S. under the American Eagle banner. The latest version—the Fastback 405cc—sells at around $900.00 which is really competitive. In England direct selling to the rider keeps the price down. A 199cc Schoolboy version sells at under $700.00, and a conversion kit upping it to a full 250cc specification is available when the Junior is upgraded.

There was a fear that oil contracts of such riders as Williams and Read may have restricted their 1972 activities as the Player-Norton works bikes are contracted to Shell. When Williams rides the 250 MZ Castrol is the one that makes the choice. However, all is amicably settled—the Shell restriction is only applying to the 750 racing on the Nortons. All very confusing since the Norton sister company of AJS is Castrol linked!

There seems few problems these days over spark plug contracts as Champion seems to have the lot sewn up. It is left to the private owner to buy the still popular racing Lodge and K.L.G. "candles."

Starting August 1st fiberglass gas tanks are banned on new machines in Britain. The firm which made the alloy tanks for the 500 MX BSA are in full production of very neatly designed alloy tanks

(Text continued on page 54)

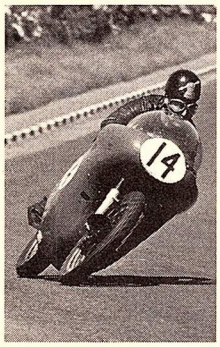
The right tire can be your lifesaver.

A thoughtful guide to cycle tire selection.

To any cyclist tire grip is of vital importance. Now Avon, with more than 51 sizes in 11 tread patterns, helps you match your riding pleasure to the correct tire.

Everyday Riding

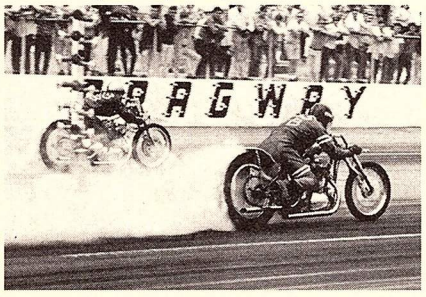
(1) *Avon Speedmaster MK II* (front) and (2) *S.M. MK II* (rear) are paired for perfection. Two factors important to control are built into the S.M. MK II tread pattern.



First, a continuous rib around the center line of the tire with interlocked studs. This assures positive transmission of accelerating and braking torque while avoiding stud tearing. Second, a more rounded tire contour on the shoulder improves handling on the curve. Remember, motorcycle tires, unlike the tires on your car, lean over on a turn! Sizes for all cycle makes and models. Prices from $16.50.

Competition Tires

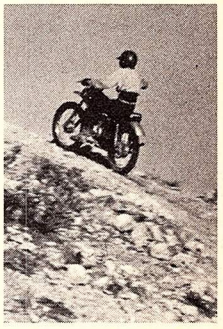
(3) *Avon G. P. Grand Prix* Tires have been track tested by expert riders to speeds in excess of 130 mph. Prices from $26.00. (4) Famous *Avon Racing Slick.* The only completely new tire (not a



retread) developed exclusively for the unique demands of cycle drag racing. $49.30. (5) *Avon Track Racer,* the only tire of its kind specially designed for dirt track racing. AMA approved. Race it front or rear. $27.00.

Off-The-Highway

(6) *Avon Trials Supremes* have self-cleaning treads with extra strong casing to absorb the punishment of rock ruts or bumps. Prices from $24.00. (7) *Avon Gripster* is designed for back country riding. It meets all the requirements for international Moto-Cross, is a marvel at hill climbs and can beat the toughest enduros. Its specially designed tread with sidewall studding is also self-cleaning. Prices from $27.00.

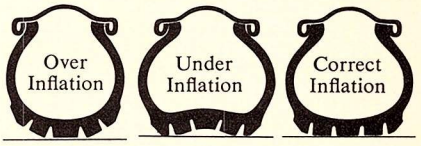


Avon tires are available at all leading cycle shops. Give yourself a little unfair advantage . . . tire-up with Avons.

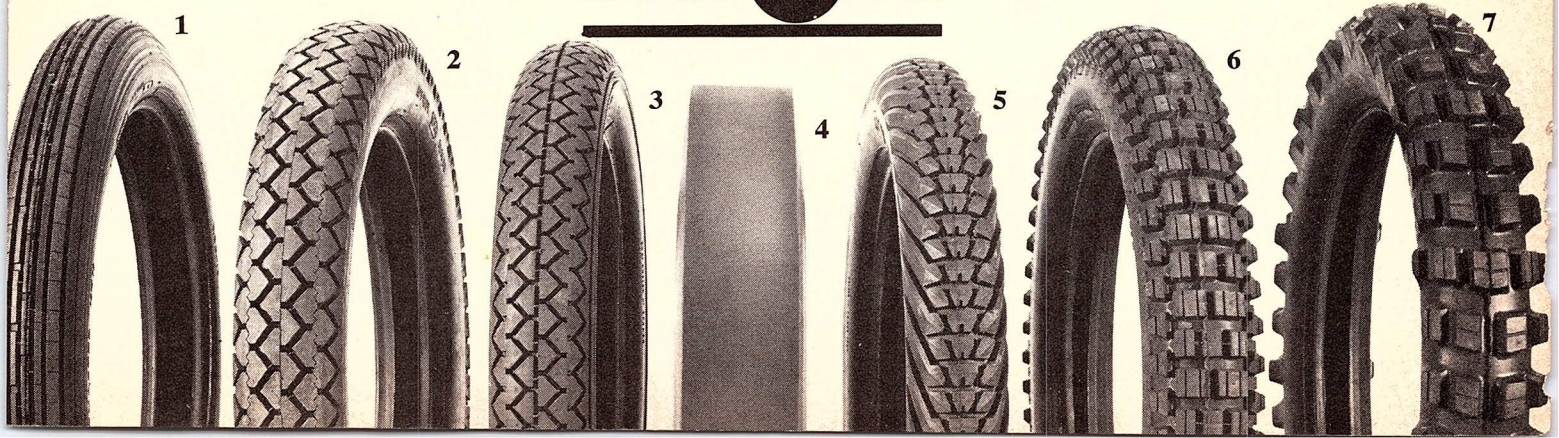
All prices are suggested retail and do not include F.E.T.

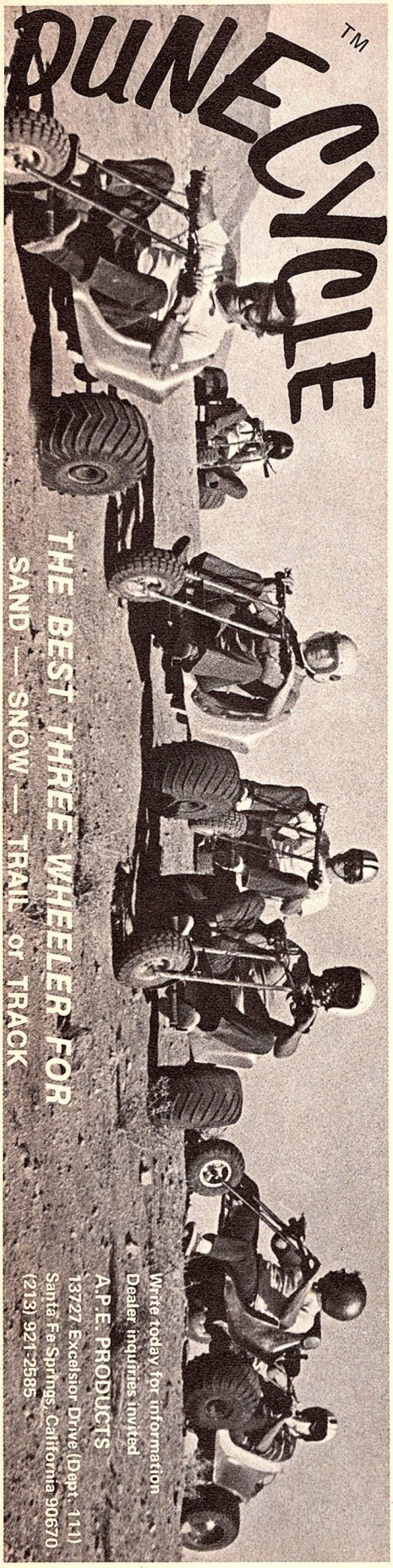
Avon Tire Tips

Tire pressures have a profound effect on stability and anti-skid properties. Check your tire pressure!



AVON





letters FROM THE TROOPS

Dear Sirs:

I read your article on how to hop-up a Yamaha Mini in the January issue and it was just great. I wish to know where you got the back shocks and tire. Any help would be appreciated because I would like a better handling bike.

George Forman
Buchanan, New York

P.S. You have one of the best magazines on the newsstand, keep up the good work.

Dear Sir:

In your January '72 issue you had a hop-up article on a Yamaha Mini Enduro on page 63. I would like to know where you obtained the back shocks for same. Please advise me where they may be purchased and the price, if available. Also, tell me if these back shocks will raise the back end and how much, if any.

Thank you very much.

Dee Deodati
Houston, Texas

Yours are just a couple of the very many letters we receive asking about the rear shocks pictured on that Mini Enduro. I'm sorry to say that those particular shocks are not for sale. Pete Foster, of Torque-Proto Engineering, spent a tremendous amount of time cutting down "baby" Ceriani shocks to fit the Mini. To the best of my knowledge he made only 5 or 6 sets and he has no desire to build any more.

Both Boge and Maverick offer shocks designed especially or the popular Yamaha Mini Enduro.—Ed.

Dear Sir:

Well, here I sit pencil in hand, and tears in my eyes. My friends just went cowtrailing with their girl friends on back. Well here's my problem: My mom's reluctant about me getting a bike but my dad said I could have one if I paid for it. So do you have any ideas on how I can get money? (I'm only fourteen.) Do bike shops hire people to clean up and stuff like that? I'd love to work around those bikes. Any suggestions would be really helpul. Help!

Alan Hanna
Daleville, Alabama

Sure bike shops hire people to clean up and run errands. Around here they are called "gophers." (Hey kid, go for coffee, parts. etc.)—Ed.

Dear Sirs:

I am 13 years old, I stand 5'6" tall and weigh 145 pounds. I am looking for a motorcycle that is my size and something I can handle. Do you think a 175cc machine is too much for me to handle? I have been riding for 2 years and I am currently riding a 1965 Honda 150cc machine.

Any help would be greatly appreciated. Keep up the good work on your magazine!

Sincerely,
Tom Clark
Grants Pass, Oregon

Considering your past experience, and the size machine you've been riding, I feel that a 175cc machine would be just about an ideal choice.—Ed.

Dear Sirs:

I just finished memorizing your December 1st issue, I had to borrow it from a faster friend because they disappear from the shelves pretty fast out here. I really dig your technical tips on all bikes you have dissected in the past.

I belong to the Ville Riders M.C. Inc. in Streetsville and have been a moto cross fan for years,

(Text continued on page 21)

32 World Titles... On Stock Bikes

Attend a world motocross championship, or a Grand Prix, or the International Six-Day Trials, or a Speedway race and you'll see some magnificent $15,000 bikes.

But you'll also see (if history repeats itself) a pair of stockers run off with the trophies.

Jawa and CZ.

Since 1947, these two have won more world championships than any bikes made. And without so much as porting an engine.

This is off-road competition, too. The kind that weeds out the toys. Nothing demands more of an engine. Or inflicts such savage punishment on frame and materials. Or tests so severely a bike's handling characteristics.

Cycle Illustrated says, "Nobody beats a good CZ rider off the line." It may be true. But ripping trenches isn't all Jawa-CZ stands for.

Our bikes are made to endure. Like the Swiss with their watches, we take enormous pride in the craftsmanship and materials that go into them.

Most Grand Prix racers use CZ chains and our Barum tires. Did you know that? Or that Jawa-CZ is the only manufacturer that test rides each bike before it's shipped?

And the only one that dynos each bike before it's tagged? (We tell you the horsepower actually measured at the rear wheel, rather than the horsepower the engine was "designed" to produce.)

Jawa-CZ makes a complete line of street, motocross, trail and speedway bikes from 50 to 500cc. We have 379 dealers in the U.S., 50 in Canada, and overnight parts service from key points in both countries.

Let us send you complete information.

American Jawa Ltd. HR-572
3745 Overland Ave.
Los Angeles, Ca. 90034

Gentlemen: Please send me fact sheets on the following models.

- ☐ Trail — 90cc, 175cc
- ☐ Motocross — 125cc, 250cc, 400cc
- ☐ Street — 50cc, 175cc, 250cc, 350cc
- ☐ Speedway — 500cc

Name_____

Street_____

City_____

State_____ Zip_____

JAWA·CZ

AMERICAN JAWA, LTD.

WEST: 3745 Overland Ave., Los Angeles, Ca. 90034,
EAST: 185 Express St., Plainview, Long Island, N.Y. 11803
CANADA: Skoda & Jawa Motors Canada Ltd.
7600 Trans-Canada Hwy., Montreal 377 Ca.

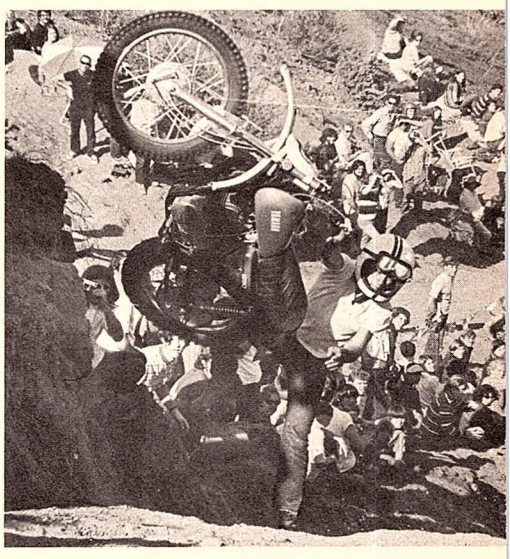
HILLCLIMBING ON THE MA

SLANT SHOOTING GAINS POPULARITY WITH SOUTHERN C

Various types of motorcycle competition vary widely in spectator appeal. The difference is mainly visibility. The more the spectator can see, the more he enjoys the show. Cross country events, such as enduros, may be great fun for the riders, but few spectators would pay to see them because they could only station themselves at one point and watch the riders pass once. By comparison, dirt track races are very popular with the fans because the entire race is visible from the stands. For the same reason, hillclimbing is one of the most popular spectator sports, even though you might not think so if you've never been to one.

From any variety of viewpoints, above or below or somewhere on the hill, the spectator can see each contestant do his stuff from start to finish. Each rider makes his run alone, so the spectator doesn't have to divide his attention from place to place. As soon as one rider has finished his run, the next one starts, so the action is pretty continuous. The nature of the course, more or less straight up, insures plenty of action by bike and rider. Failures and spills are plentiful, but seldom does a rider get hurt or have his bike seriously damaged. So the spectators can enjoy the crashes without feeling guilty about it.

Because of the necessity of a high, steep hill before you can hold a successful hillclimb, they can't just be put on anywhere. In fact, for many years there were literally no hillclimb events in Southern California, the motorcycling mecca of the country. There was considerable action in Northern California and farther north. And over in Utah was the famed Widowmaker, perhaps

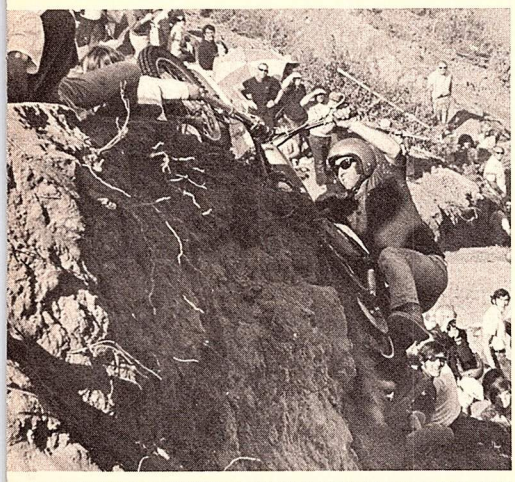


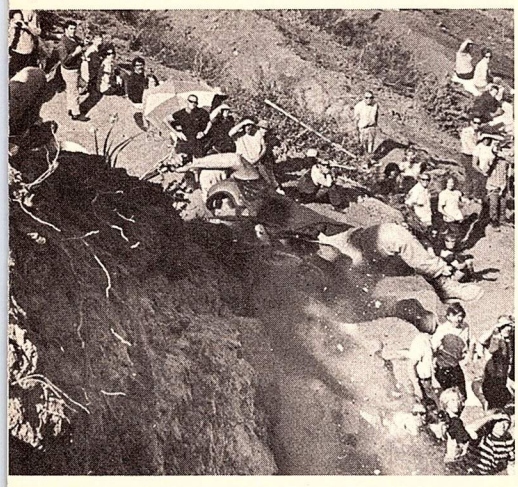
This unidentified rider shows good form in getting away from his totally out of control machine. At certain times it's best to let the bike go its own way!

TTERHORN

LIFORNIA RIDERS AND SPECTATORS

PHOTOS BY DENNIS GREENE TEXT BY RANDY RIGGS

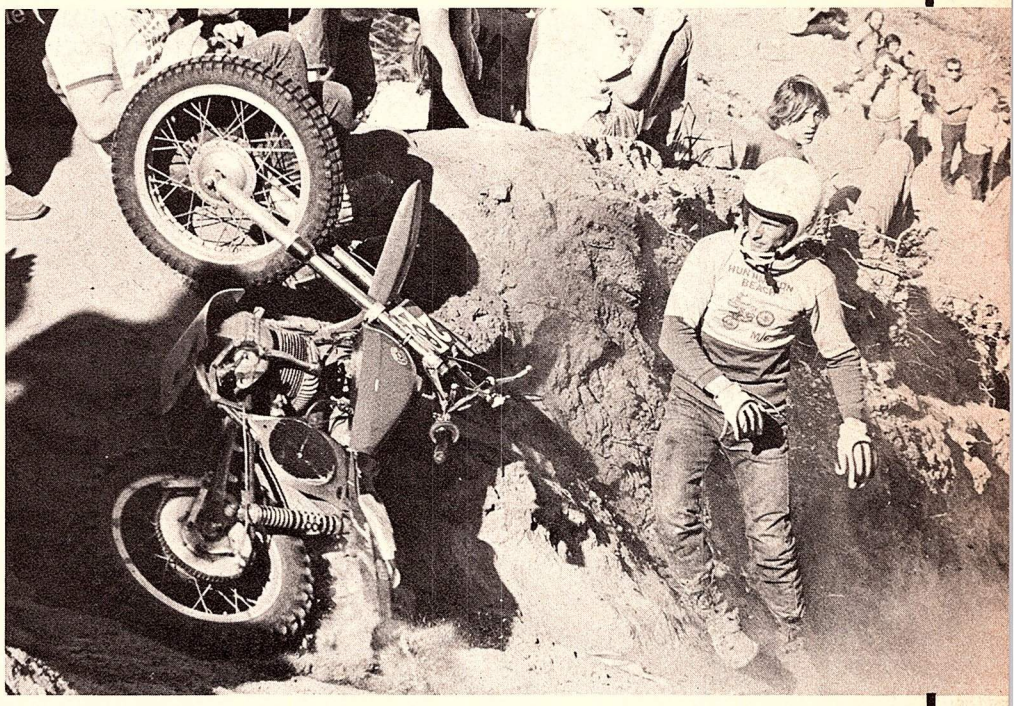




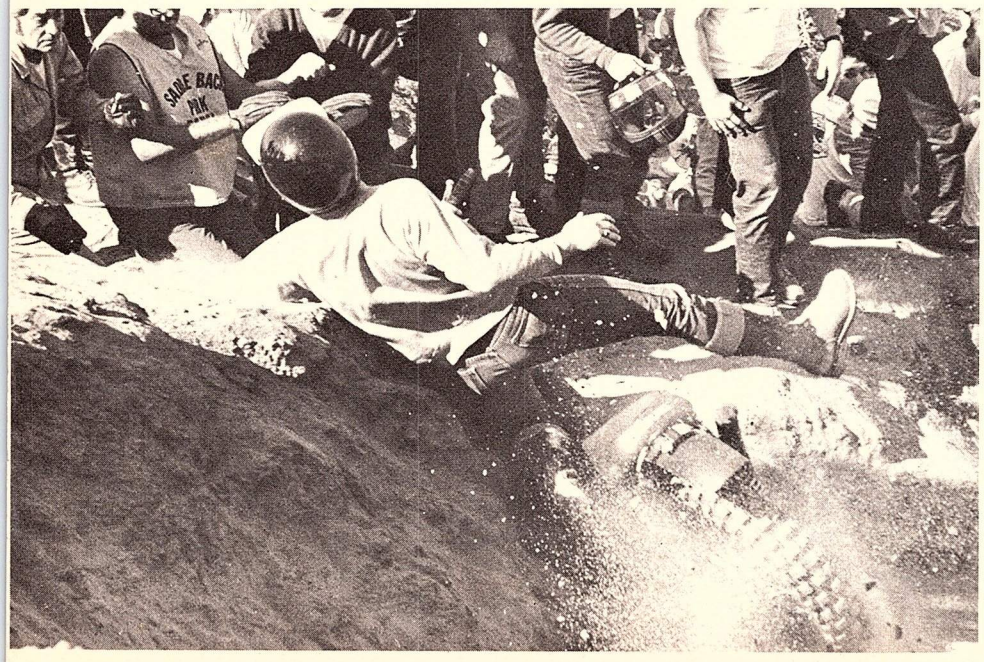
Hillclimbing is a sport where the spectators frequently get really "involved."

the most famous hill in the country; the site of an annual event that draws riders and spectators from all over the country. But the Southern California riders who wanted to compete had to content themselves with enduros, desert races, scrambles, trials and flat tracks.

Then in March, 1968, Saddleback Park opened for business. The first planned motorcycle playground in California, and perhaps in the country, it has an abundance of hills of varying sizes. It also has the Matterhorn, a long, steep, tough slope that at one time had only been conquered by four men, all of whom had done the deed on



Bob Bahkoy watches his 360 Bultaco as it is about to do something evil to a foolhardy spectator who got too close to the course.



British 650 twins. The original Matterhorn had a hard packed slope near the top that was less than 10 degrees from vertical. It was about 40 feet high and was appropriately named The Wall. The starting area at the bottom was in a gully that sloped slightly upward from the beginning. It wasn't very long, so the starting run was limited. When the rider reached The Wall, if he got that high, he had to have enough momentum to carry him over the top with the throttle locked in one position. If he didn't have enough drive, he had to tumble down with his machine. But he couldn't open the throttle any wider, because the front wheel would simply lift off the almost vertical face and proceed over and down on top of the rider.

The first rider over the old Mat-

terhorn was a leathery little guy named Mel Hannah. He piloted a stripped down 650 Triumph twin like it was a motocrosser, effortlessly climbing every other hill in the park, and some of them are plenty tough. He didn't go over the Matterhorn effortlessly, but he made it at a time when most experts felt it was impossible to do. Not long after, his riding partner, Bob Mayfield, made it over on a 650 BSA. Then Bob Cox went over the top on a 650 Triumph, followed by Bob Balentine on a 650 BSA. And there matters stood for some time. Many other riders tried it on many different machines, but all of them failed. None of the two-strokes had the power to go over, and for that matter, no other four-strokes succeeded.

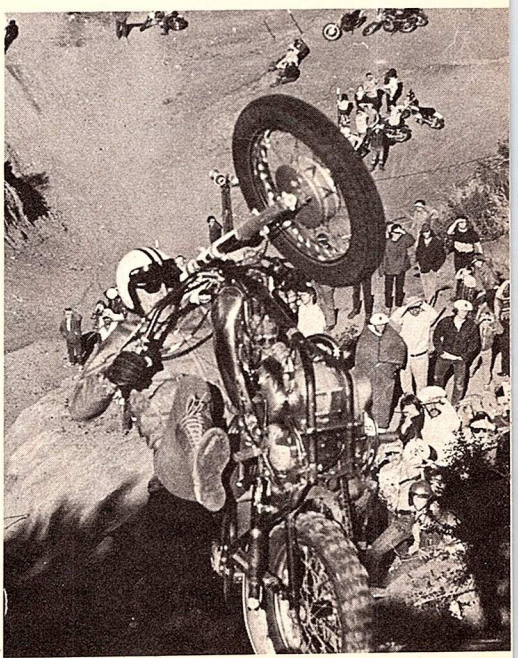
During the winter months, some terrific rainstorms flooded Southern California. One of them dropped several inches of moisture in just a few days. The erosion at Saddleback Park was extensive, and one of the worst hit areas was the Matterhorn. When things dried out, a bulldozer had to be brought in to rework the hillclimb. The result was that the infamous Wall was no more. The top of the hill was still steep, but no longer nearly impossible. Now a variety of machines began to conquer the summit, including some 250cc two-strokes. With the necessity of some more grading, including the addition of some escape roads for bikes who run out of power part way up, the original Matterhorn was abandoned and the present site was graded about 40 yards away on the same hill.

But hillclimbing was still a sporadic, sometime thing, with riders trying their luck whenever they felt like it. It was not until Saddleback chief Vic Wilson an his crew went to work to organize the events, that hillclimbing came into its own in Southern California. The hill was carefully prepared so it was tough, but attainable. An excellent public address system was installed to allow all the spectators to hear the commentary by Wilson. Each rider was identified, with a brief history of his climbing achievements and some comments about his machine. The event became a cohesive happening, with riders following each other for several hours until the overall winner was decided.

With the Matterhorn now being mastered by smaller bikes, the elimination process had to be refined. It's really a simple procedure. The different displacement machines compete in their respective classes, as well as trying for the overall top spot. Three starting ramps are utilized, each one farther up the hill to shorten the starting run before the hill becomes very steep. Each rider is allowed one miss, while remaining in competition. If he gets a second miss, he's eliminated. As the starting point moves up the slope, more riders are eliminated. The riders who survive the third ramp with only one miss then have to start on the hill itself, with their rear wheel resting against a log held in place with stakes driven into the ground. As the elimination runs continue, the log is moved higher up the hill for each round. The last rider in each class becomes the class winner. The overall winner is the last rider with only one miss, or else the only rider with no misses when everybody else has at least one.

This hillclimbing organization is so successful that Saddleback Park now hosts some of the best contested and best attended events in the country. The average rider turnout is over 100 at a given meet,

Saddleback Park attendant stands by with the "hook." Several of these guys were stationed on the hill to aid the riders in getting their bikes back to the bottom.



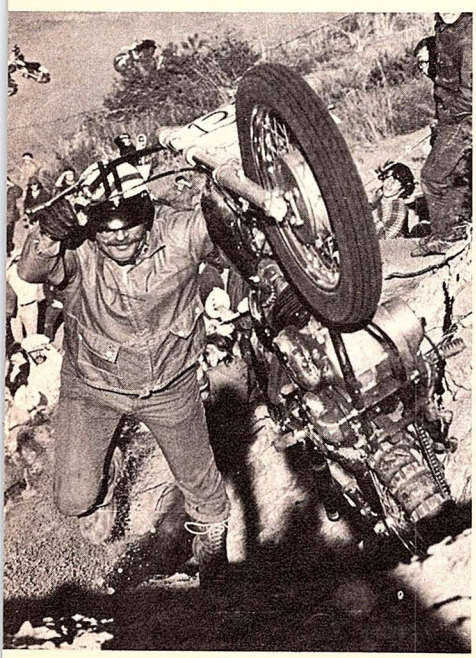
with anywhere from 1,500 to 2,000 spectators paying admission to watch. It's a very emotional type of competition from the spectator's point of view. As each rider starts his run, leaning forward over the gas tank, the crowd tenses and leans forward with him, unconsciously trying to help him over the top. And when a rider makes it over, there's a great sense of fulfillment for the spectators. It's like a home run in baseball or a knockout in boxing. The issue has been decided, at least temporarily, with the ultimately successful effort. There are no gray areas here, just black and white.

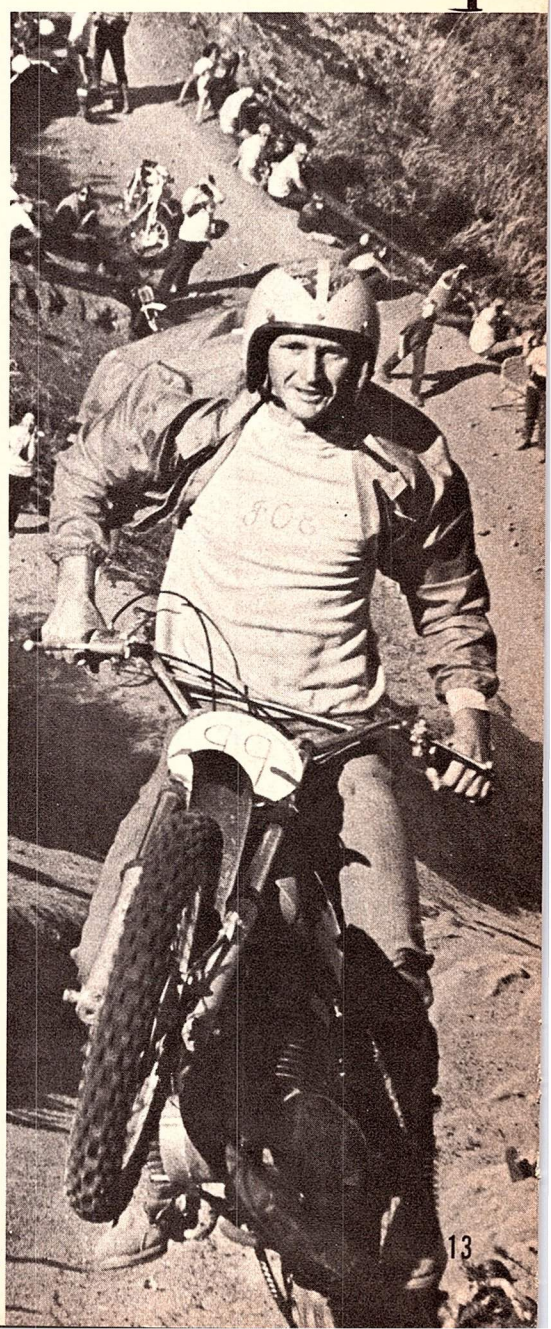
Since the hill is now more manageable, rider skill can make up for the power deficiency of the smaller displacement machines. At one meet not long ago, the overall winner rode a 250cc two-stroke machine. More often, though, the riders on smaller bikes have to be content with winning their class, while the boys on the big four-stroke twins take the overall honors. The power characteristics of the four-strokes are a great advantage in hillclimbing. With the power strokes spaced farther apart and the superior torque at lower rpm, the power comes on softer, more controllably. The rear wheel is less likely to break loose and start to come around, allowing the rider to control his attack more precisely on the different grades of the hill. The sudden, surging power of the two-strokes that is such an advantage in moto cross tends to work against them in hillclimbing.

On the other hand, the superior handling of the majority of two-stroke machines, along with the lighter weight, are distinct advantages. Sometimes they win it all. A lot of noted racers are avid hillclimbers. Chuck 'Feets' Minert, the venerable BSA ace, often competes at Saddleback, always doing well. And Malcolm Smith, perhaps the most versatile off-road racer this country has ever produced, has won his class several times, although the overall honors have eluded him so far. And hillclimbing specialists too numerous to name are always in attendance to try their luck.

An added attraction at certain meets at Saddleback are the North-South team competitions. These are not phony designations, with riders being arbitrarily assigned to one team or the other, like the roller derby. The riders really live in either Northern or Southern California. They compete on a team basis, with the best combined score winning for one team. The number of riders who make the trip from the north is surprising. To their credit, Saddleback Park pays them expense money for the journey, and the prize money is respectable.

Perhaps the best thing about hillclimbing is the relative safety compared to so many other forms of motorcycle competition. While it's certainly possible for a rider to get hurt, it happens much less often than with any type of racing. When the rider gets off, the bike is usually going fairly slow, if not completely stopped. If the rider gets clear of the machine, he faces little risk of injury. But hillclimbing looks dangerous to the spectators, which adds to the excitement. So it contains sort of the best of both worlds for the riders and the spectators. Which helps to explain the tremendous growth of the sport in Southern California, or more specifically, Saddleback Park. And no matter how many times we attend a meet, we never seem to get jaded with watching. Every time a rider leaves the starting point, we find ourselves leaning forward, our gut muscles tightened, straining to will him over the top. If he makes it, we celebrate as if we had aided him in his feat. And who knows, maybe we have. ●





up on the pegs

BY DAVE EKINS

LEND A HAND

This small paper disc measures 2.75 inches in diameter and sells for $1.00. In the tangible sense it can hardly be considered a bargain since it can't be worth more than a couple of cents. In an intangible sense it's hard to determine its value.

The American Motorcycle Association has inaugurated this sticker program to aid in the funding of the 1972 ISDT program. First seen at the road races at Daytona Beach, the stickers sell for a dollar apiece and they will be available at the start of all AMA National Championship Enduros this year.

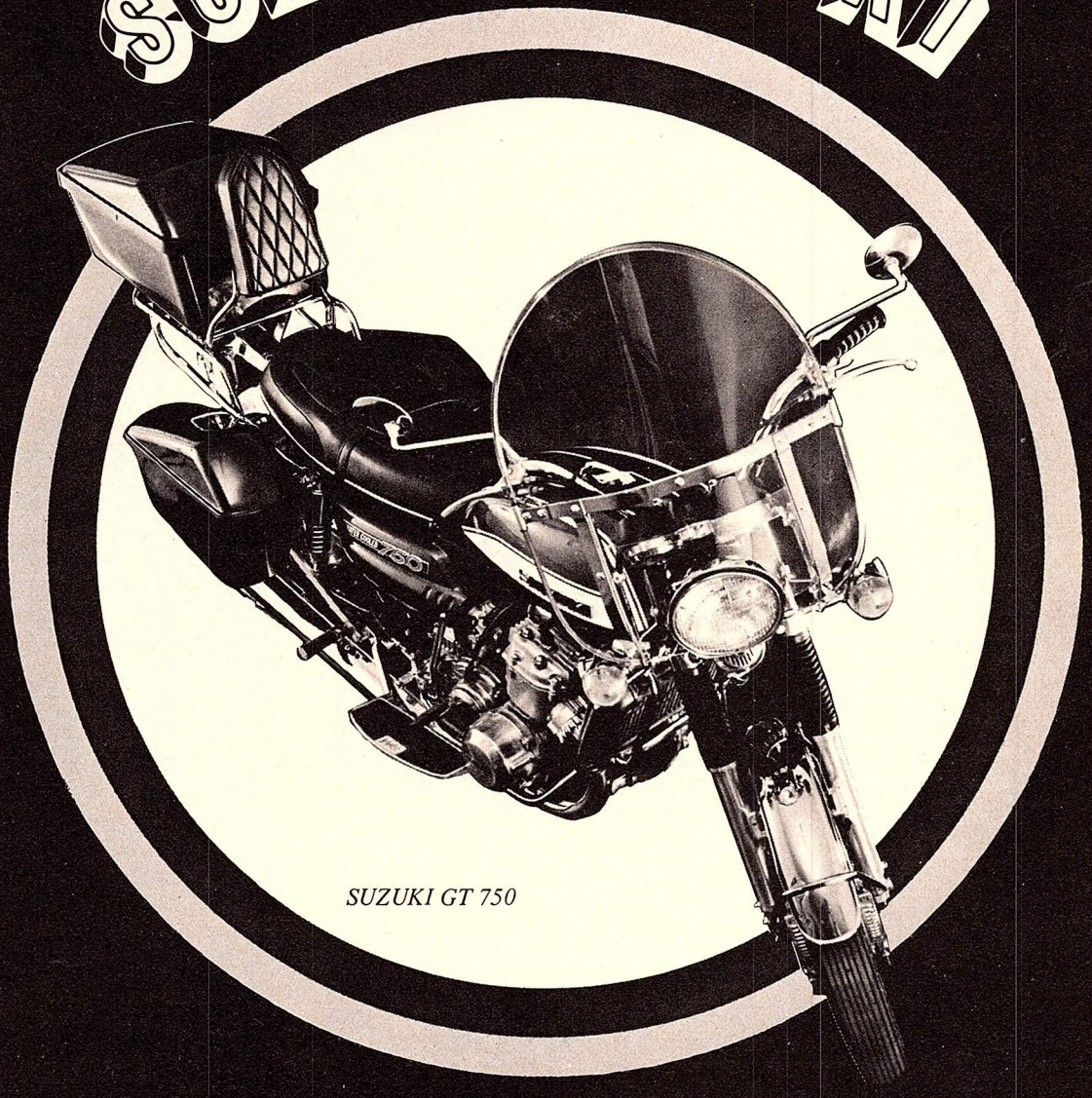
In preparation for the 1972 and 1973 ISDT the American Motorcycle Association has established an eight-event trials series to promote international trials riding and prepare competitors for International Six Days Trial competition during 1972. In addition to providing trials-riding competitors with a training ground, the series also will determine the official American teams which will compete in the ISDT when it is held in the United States in 1973.

Official American teams for the 1972 ISDT to be held in Czechoslovakia will be chosen on the basis of performance in last year's qualifying round, upon previous ISDT experience, or upon exceptional records as an endurance rider. Initially, the AMA will name teams including extra riders, and final eliminations will be made based upon performance in the 1972 trials series leading up to the Czechoslovakian ISDT. For example, a Trophy team with as many as eight men may be named, with two to be eliminated during the summer. As a result, riders will be able to prepare themselves in a competitive team atmosphere on the machines they will use in Europe.

Financial support for the riders is being solicited by the AMA. Souvenir ISDT supporter stickers are available at all trials events, National enduros, or from the home office for $1.00 each. All proceeds from sticker sales will go to the ISDT fund. ●

HI! I'M MOLLY BLUE
CHAIN LUBE
LETS HAVE A ....
LOVE AFFAIR
Molly Blue really sticks by your chain. Its deep penetrating blue foam provides the very best lubrication and protection to stop chain stretch and seizing. Let your local dealer play cupid – ask for Molly Blue – You'll love it!
WATCH FOR MISS MOLLY BLUE AT MOTORCYCLE RACES EVERYWHERE.
MFG. BY:
HRL-LUBRICANTS, INC.
7340 Florence Ave. • Downey, Cal. 90240
DISTRIBUTED BY:
TRIPLE A ACCESSORIES, INC.
340 East Alondra • Gardena, Calif. 90247

TRIPLE A ACCESSORIES MAKES A SUPER SUZUKI



SUZUKI GT 750

SEND $1.00, FOR THE NEW 1972 TRIPLE A ACCESSORIES CATALOGUE

ACCESSORIES AVAILABLE FOR THE SUZUKI GT 750 ARE: LUGGAGE RACKS, SCROLL BARS, PAMPS, HIGHWAY PEGS, BATTERY ELIMINATOR 6V & 12V, TRAVELER'S TRUNK; BLACK OR WHITE, NAUGAHYDE SADDLE BAGS, FIBERGLASS SADDLE BAGS, CYCLE GARD I, CYCLE GARD II, IGNITION SWITCH PLATE, FRONT SAFETY BAR, SHORT DIAMOND PADS, LONG DIAMOND PADS, MOUNT ON PACK SCROLL BARS, FLOORBOARDS AND FAIRINGS.

Triple A **ACCESSORIES, INC.**

340 E. ALONDRA BLVD., DEPT. MC6, GARDENA, CALIF. 90248

MIC

Within our universe of racing-type motorcycles we have some that succeed and some that fall by the wayside. Now it may be that all are touted as the genuine thing, but most are just the product of an imaginative advertising agency all caught up in the pursuit of being successful. The word "moto cross" seems to be a magic gathering of letters that mean genuine racer to the everyday, unsuspecting motorcycle buff. Tacking on these words, or the letters MX, are a sure fire, "We'll sell all of 'em," formula for success.

Unfortunately the average proud new owner of one of these imitation MX racers will go tripping out to his local bumpity-bump race course and get thoroughly trounced. Admittedly, some of this is due to his lack of riding talent. But his equipment has a whole lot to do with his performance also. The difficult part is distinguishing whether the problem lies in the motorcycle or the motorcycle rider. In the final analysis the machine contributes more to that rider's success than his ability in those early stages of development. A proper moto cross machine is one that has been developed, polished and honed to a complete single-purpose racer through years of international moto cross competition by Professionals. The end result is a motorcycle with all the latest technology, chassis, suspension, and engine combined into one highly specialized piece of machinery. A true racer. The 250cc CZ moto-crosser is one of these.

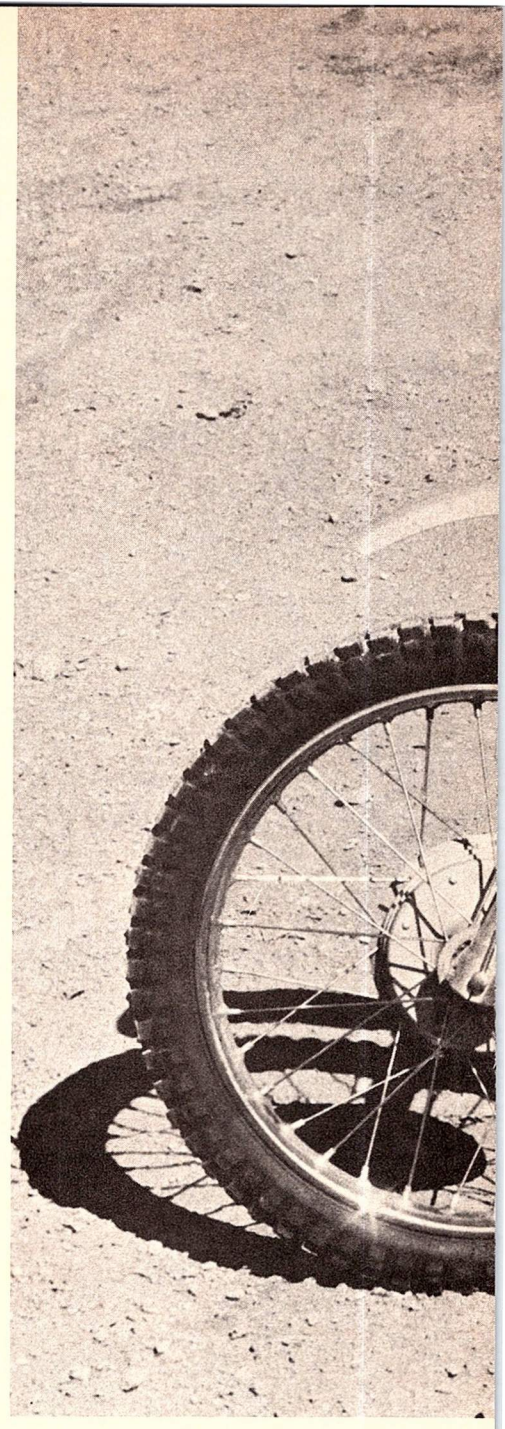
In the tough, very competitive World Moto Cross Championship races where major European motorcycle manufacturers clash more than 15 times each year on two separate calenders (one 250cc and the other 500cc), CZ has the motorcycles that do the majority of winning. Headed by Belgian Joel Robert they were unbeatable from 1964 through 1968 in the 250cc class. East German Paul Friedrichs won three World Championships in the 500cc class with the larger CZeds during this same era. The other company, in fierce competition with CZ, is Husqvarna. They too had their share of wins. But it wasn't until Suzuki hired the fabulous Joel Robert away from CZ that they lost their firm hold on the World Title. Then in 1971, Robert's countryman, Roger DeCoster, swapped his CZ for a Suzuki and promptly gathered a 500cc World Title for Suzuki. Suzuki knew if they owned the talent the World Title would not be so elusive.

World Championship machines are called Grand Prix or G.P. bikes. You can't buy them, and, even if you could, you probably wouldn't have the ability and skill to make them perform to their potential; although it would be a lot of fun trying.

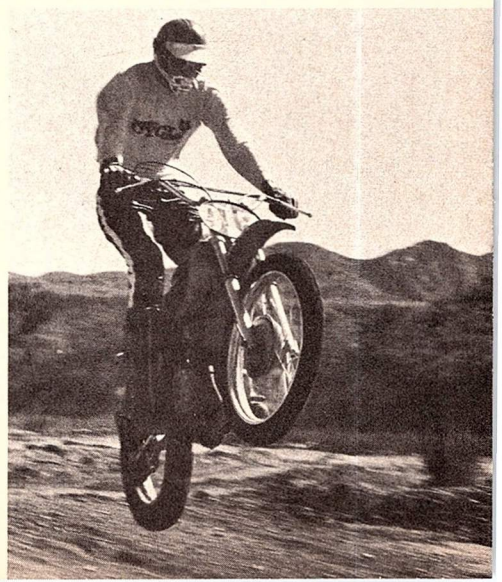
CZ is an exception, their production moto cross machines are very close to the G.P. bikes. Sometimes, I have been told by DeCoster, the production bike is better for racing than a tricked up experimental G.P. machine. Case in point is in 1970 Roger DeCoster finished 3rd in the World Championship rounds on a production CZ without the help of the factory. The factory riders all finished well below the stylish Belgian.

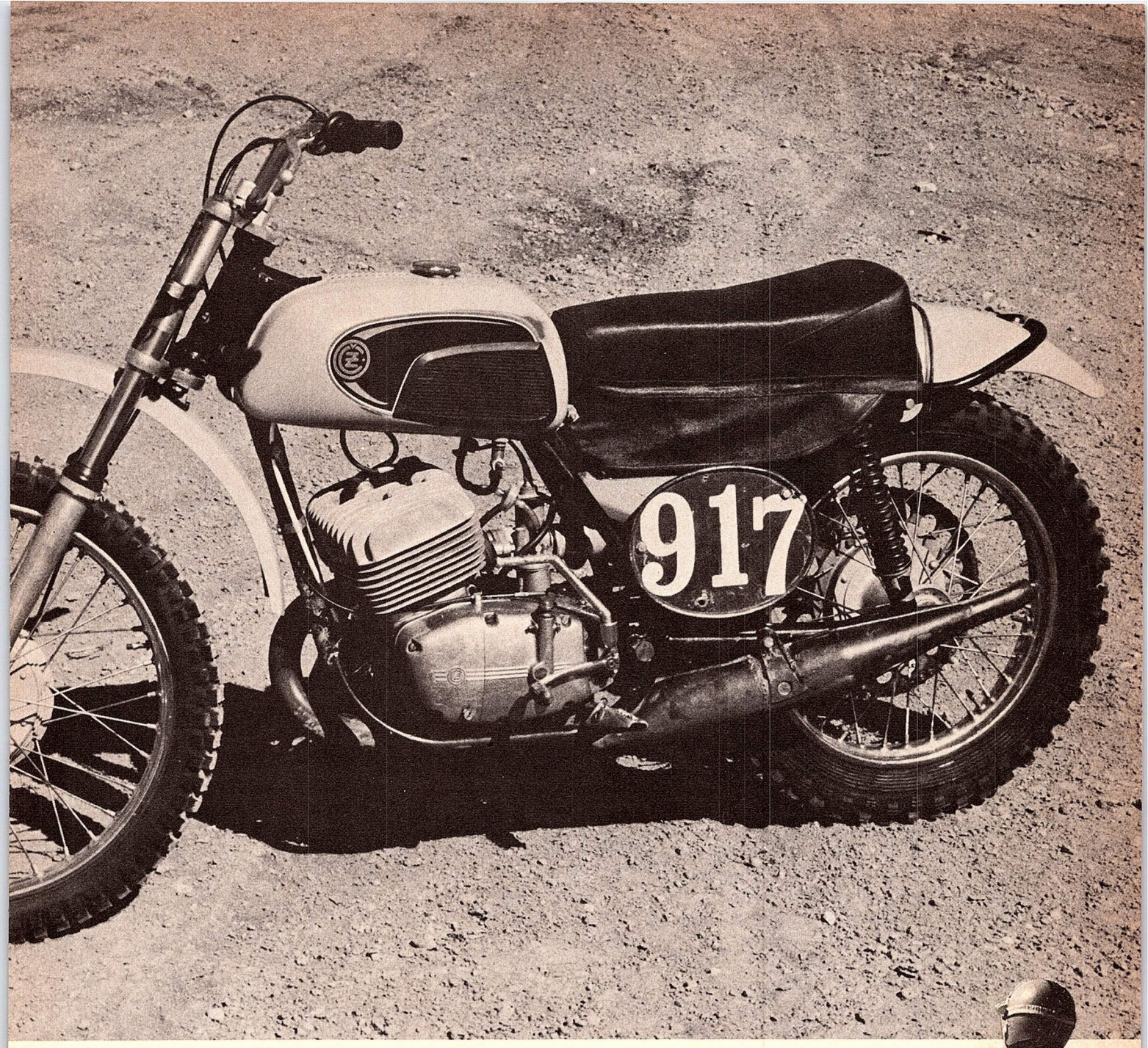
CZs are made 30 miles east of Prague, the capitol of Czechoslovakia, in a small town called Strakonice. Jawa, the largest motorcycle firm in the eastern block, has its head offices and engineering in Prague near their assembly plant. The Eso, a Czechoslovakian-manufactured short track machine that has remained king of its very specialized sport for a decade now, are built in Divisov. We brought this out to clear up the misconception that all the Czech made motorcycles are built in the same place, they are not. But being within a Communist controlled country they are all state enterprises. (Let's not mix politics with the motorcycle, 'nuf said.)

CZ pioneered two-stroke dominance in the world of moto cross racing. For many years their machines, distinguishable by twin exhaust pipes, were out-thrashing the four-strokes. In production form the first single pipes appeared in 1968. These were also the first oversquare, or bore larger than stroke, CZs. This short stroke allowed the machines to turn higher rpm and get more horsepower to the rear wheel. The early ones were cammy and difficult to ride but were im-



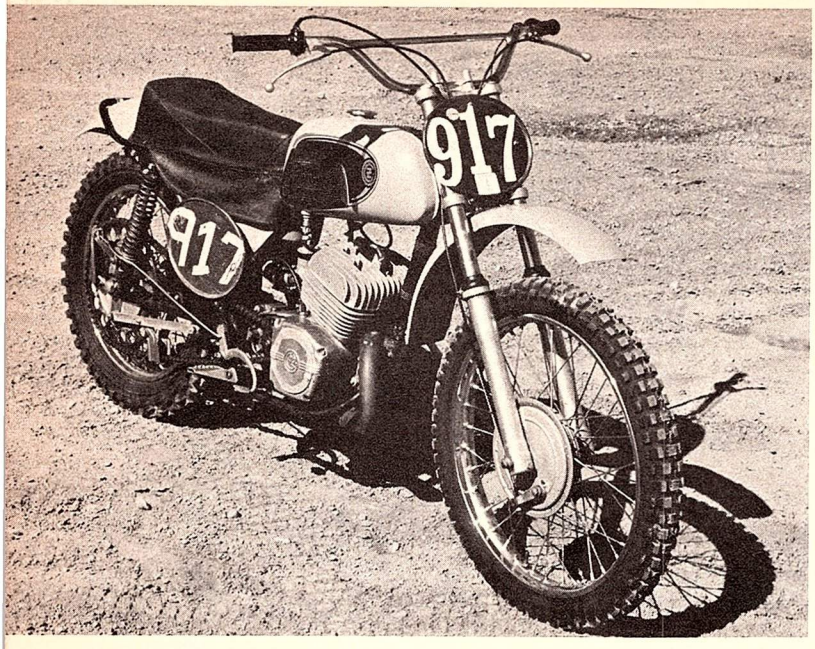
WE HAD TO TRY THIS ONE TO FIND OUT W





HAT THE OTHER'S ARE REALLY LIKE

THE CZ 250cc MX



WE HAD TO TRY THIS ONE

proved with the addition of two more transfer ports in the cylinder to broaden its power band. It is one of the few production machines whose front and rear wheel hubs are magnesium. It's also the only moto-crosser I know of that has a gas tank that tips the scales at 7 pounds, and it only holds two gallons! (Dave Bickers has a great business going in England selling those slick alloy BSA tanks to CZ owners.)

We wanted a new CZ to test, called the distributor and found they were sold out. So we tried some local CZ dealers and they were also sold out. In this business the next logical step is to acquire a near-new used one. We got lucky, Dave Wells of Simi Valley Sport Cycle loaned us his shop racer, a 1972 250cc MX model with just a couple of touches that made it a ready-to-race bike.

With some clever use of sticky-tape Dave waterproofed the top of the carburetor and the magneto side cover. A couple of rubber-bands were fastened around the rear brake lever to assist the return action and give a more positive feel of the brake pedal. Our test bike was also fitted with Koni shocks on the rear. (Shock swapping is not unusual, but we would have preferred the production units to be left on for our test.) As it was the fine, young District 37 rider, Mitch Leonard, posted a second in last week's local moto cross so we knew the bike was running well.

The CZ MX is an all business racer, there is nothing on the bike that is not needed. Not even a stand to prop it up. The '72s have a very narrow, low mounted fuel tank. Its narrowness allows the rider plenty of lateral movement so he can control his machine over the high speed bumpies. The most distinguishing new feature is the downswept expansion chamber, it's out of the way. Also new are folding footrests.

When Joel Robert was riding for CZ just a few years ago he wanted them to make folding footrests for the bike. On the very difficult race courses Joel would use his feet a lot and kept banging his shins on the steel stubs CZ used to use for pegs. It got to the point where Joel was wrapping his legs with leather and tape to keep from getting hurt. It took CZ awhile but they finally did come out with folders.

To find a machine without a fault is a near impossibility, this machine is one of those. I've seen tall men and short men sit on this bike and everything fits; handlebars, footrests, and seat position. The clutch and front brake levers are permanently perched on the bars and that's it. That's where they are supposed to be and that's where you leave 'em. The only thing you need to change on the CZ are the tires, and that's only when they're worn out. The Barum knobbies that are fitted to the bike are excellent for most racing tracks.

You must push the kick-start lever down to release a catch before it will fold out so you can start the bike. This catch keeps the lever from flopping around while committed to a jousting tournament. Cold, the single starts on two or three tries. It starts almost every time on the first kick when warm.

The 246cc engine produces a power band that is both long and smooth. It's an easy engine to control with the throttle and capable of breaking the rear wheel loose on a dirt surface in any gear.

The 4-speed gearbox has the proper ratios, although second seemed to be a tad close to first. Actually, second gear starts are pretty easy with this CZ and first is almost never used on a moto cross course. With just a small amount of forward momentum she will pull second which means you didn't need to make that gear change from first.

If you sit on the CZ and play with the gearchange lever you have to make a comment about its long throw. But ride the beast and you don't feel a bit concerned about changing gears. Its position is such that you won't knock it out of gear during a furious battle, and the action is smooth and positive. Some of us are downright sloppy shifters but none missed a gear, or at least admitted it to one another during our test.

The brakes are without fault, the chassis is without fault, and the engine is without fault. Suspension is superb, and the bike is unbelievably easy to corner. It aviates well with the footrests and handlebar positioned to put you directly over the centerline of the motorcycle.

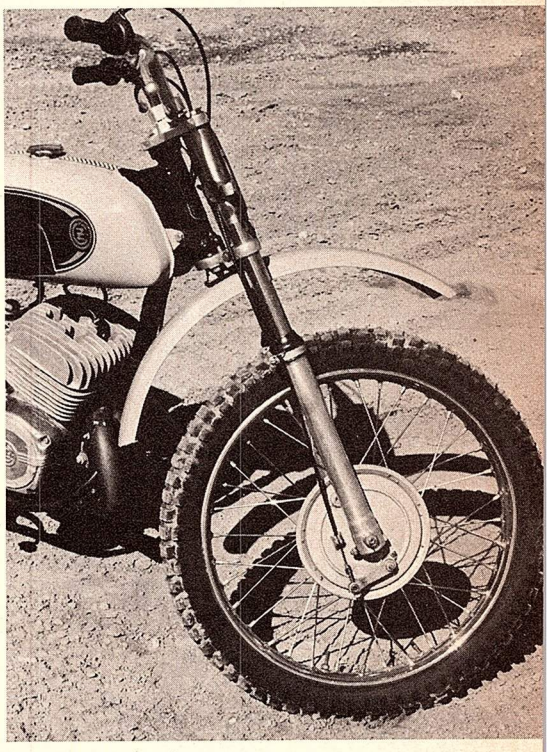
Technically it's a piston controlled inlet-type two-stroke single. It uses a half moon combustion chamber and pointed ignition. The head is fitted with two spark plugs that fire simultaneously. All CZ flywheels are individually balanced and this is why they're so smooth. They have straight cut primary gears, the clutch mounted on the transmission countershaft, and a sliding dog engagement-type gearbox. These are all very sound engineering practices.

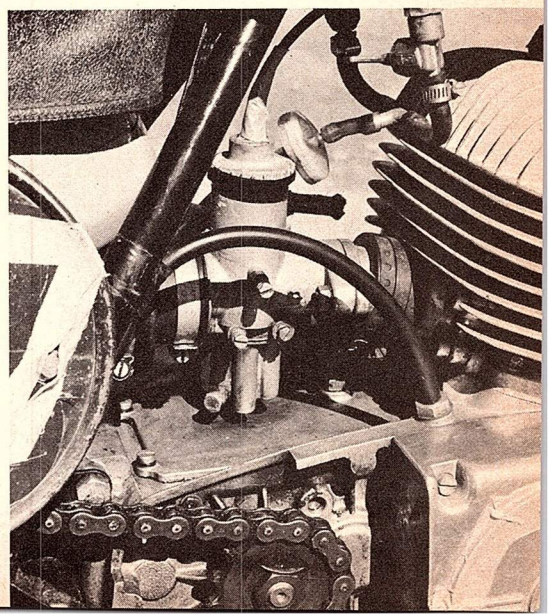
In conclusion the 250cc CZ MX is better than most of the guys who try to ride them. There are very few who could ever utilize its full potential. The factory men will tell you this about the CZ, "If you always keep the throttle full open it will stay upright by itself." Anyone care to try? ●

(Please turn page)

17

17





MAKE CZ
MODEL 250cc MX
PRICE AS TESTED $1,195.00
MAXIMUM SPEED AS GEARED 60 mph
WEIGHT 224 lbs. DRY

ENGINE

Engine Type	SINGLE CYLINDER, 2-STROKE
Bore	70mm
Stroke	64mm
Displacement	246.6cc
Compression Ratio	10.5:1
B.H.P. at R.P.M.	29 AT 6,900
Carburetor	JIKOV 2932 SE
Ignition	FLYWHEEL MAGNETO
Starting System	FOLDING KICK
Lubricating System	OIL MIST

FUEL AND OIL

Oil Capacity	IN FUEL
Oil System	4% GAS/OIL MIX
Fuel Capacity	2 GALLONS
Fuel Recommended	PREMIUM
Approximate mpg	45

FILTERING SYSTEMS

Air	PAPER
Oil	SCREEN
Fuel	SCREEN

FRAME

Frame Type	SINGLE DOWN TUBE
Weight Distribution	FRONT: 47%, REAR: 53%
Wheelbase	55 INCHES
Ground Clearance	7.5 INCHES
Peg Height	12 INCHES
Seat Height	32.5 INCHES

SUSPENSION-TYPE

Front	TELEDRAULIC FORK
Rear	SWING ARM

SUSPENSION-TRAVEL

Front	5.5 INCHES
Rear	3.25 INCHES

DRIVE TRAIN

Clutch Type	MULTI-DISC, DRY
Primary Drive	GEAR
Countershaft Sprocket	14 TEETH
Final Sprocket	62 TEETH
Final Drive	SINGLE ROW CHAIN
Gear Ratios	
1st	1.84:1
2nd	1.47:1
3rd	1.18:1
4th	1.06:1

TIRES AND WHEELS

Front	2.75x21 BARUM KNOBBY
Rear	4.00x18 BARUM KNOBBY

IMPRESSIONS

	Poor	Good	Excellent
Throttle Response			●
Acceleration			●
Power Band			●
Starting		●	
Engine Noise		●	
Muffling	DOES NOT APPLY		
Vibration		●	
Handling			●
Choice of Tires			●
Suspension			●
Rider Comfort			●
Transmission			●
Instrumentation	DOES NOT APPLY		
Lighting	DOES NOT APPLY		
Toolkit			●
Paint and Chrome		●	
Styling		●	
Mileage		●	
Braking			●

LETTERS CONTINUED

but think I am flogging a dead horse now. I own a Honda 90 and have squeezed every drop of power possible out of it (10,000 rpm cam and all the other tricks to go with it), but the age of the small 4-stroke moto crosser is ending in our club with the advent of the super tuned ear splitting 2-strokes.

My bike was the only 4-stroke out of a field of fifty 2-stroke machines to enter and finish our annual two hour enduro, and alas, I think it may have breathed its last breath. (Honchas forever maybe?!)

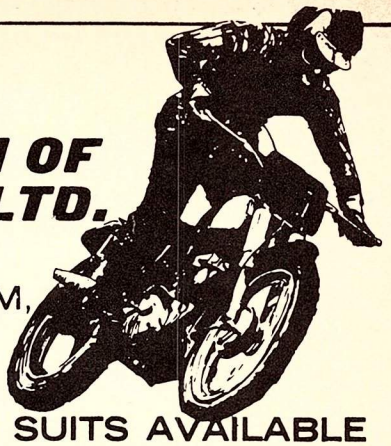
So to get down to tacks of brass I have been greatly inspired by your write-up on the Hodaka 125

(Text continued on page 32)

HYLAND M.V.

EXPORT DIVISION OF HYLAND CROWE LTD.

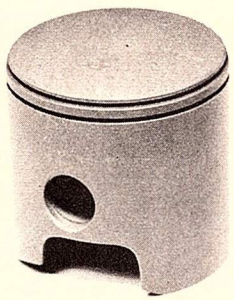
111 SOUTH ROAD,
ERDINGTON, BIRMINGHAM,
ENGLAND



THE FAMOUS BARBOUR SUITS AVAILABLE

The competition specialists for: 'Big T' moto-x leathers by Tarantella, Britain's #1 manufacturer, also in kiddie sizes with choice of colors and side stripes—'Big T' moto-x gloves, the latest concept in moto-x gloves, soft and supple with colored finger/thumb protective backing and Velcro wrist fastening—Grand Prix moto-x jerseys—socks—Ashman moto-x and trails boots—Barbour and Belstaff clothing—Bert Greeves and Kett body belts—Jofa mouth and chest guards—Carerra moto-x goggles—alloy fenders—oval alloy racing number plates and stick on numbers—chrome steel and alloy brake and clutch levers—Husqvarna alloy gas tanks—Renold chain—Lodge racing plugs—nylon lined 'Flexercable' cables for Greeves, A.J.S., Husqvarna, Montesa, etc.—Amal concentric carburetors up to 38 mm.—Cheney equipment—Girling shocks—spares for Greeves, A.J.S., (Moto-X), Montesa, Cotton . . . and many other top quality competition goodies. Send for return air mail quotes to above address or send $1 (refundable) for illustrated catalogue on many of the above items to Hyland M.V., P.O. Box 39393, Los Angeles, Ca. 90039.

SUPER PISTONS



We impregnate Hi-Performance Pistons with Teflon.© The type of Teflon© we use was developed for the Aerospace Program and is as hard as tool steel (58 on the Rockwell C Scale). It is impregnated into the piston and can't crack, chip, peel or shake loose as it actually becomes part of the piston. These Teflon© Super Pistons have 90% less friction and will give your engine 400 extra RPM'S, 1-3 extra H.P. per cylinder and reduce the running temperature by 10°. Piston and cylinder bore life is increased 2-3 times. Chance of seizure is greatly reduced. The Teflon© is good for 900° and will last indefinitely due to the extreme hardness and low coefficent of friction. These pistons are for street or racing use and come in std. +020, +040, +060 & +080 oversize. Rings and clips are included.

BSA 650	54.95 a set	**BULTACO**		**SUZUKI**		**KAWASAKI**		**YAMAHA**	
TRI. 650	54.95 a set	125	28.95 ea.	TS-125R	28.95 ea.	100 T,E,C	26.95 ea.	90 HT-1 or LT-2	26.95 ea.
NORTON 750	54.95 a set	175	29.95 ea.	185	28.95 ea.	120 CT, 2R	21.95 ea.	125 AT-1 or 2	26.95 ea.
XLCH	54.95 a set	250	31.95 ea.	TS-250R	21.95 ea.	125 E	26.95 ea.	175 CT-1 or 2	29.95 ea.
H-D 74	54.95 a set	**CZ**		X-6, T-250R	31.95 ea.	175 E	28.95 ea.	250 DT-1 or 2	31.95 ea.
HONDA		125	31.95 ea.	TM-400	34.95 ea.	250 F4	31.95 ea.	360 RT-1 or 2	34.95 ea.
160	39.95 a set	250	31.95 ea.	**HARLEY**		250 E	31.95 ea.		
175	39.95 a set	380	34.95 ea.	100	26.95 ea.	250 S,T,A-1	21.95 ea.	**PENTON SACHS**	
350	39.95 a set	**HODAKA**		125	28.95 ea.	350 S,T	23.95 ea.	100	28.95 ea.
450	39.95 a set	90	21.95 ea.	**HUSQVARNA**		350 E	31.95 ea.	125	28.95 ea.
		100	23.95 ea.	250	31.95 ea.	350 S-2	23.95 ea.		
				400	36.95 ea.	500 H-1	28.95 ea.	**CARABELA**	
						750 H-2	31.95 ea.	125	28.95 ea.

We pay the airmail postage on all prepaid retail orders.

also available for Snowmobiles. **ORDER DIRECT OR SEE YOUR LOCAL DEALER** *Send for "FREE" Literature*

Hey! Send for our new complete 48 pg. catalog only $1.00

RAND CO. – 26679 W. HILLS DR., INKSTER, MICHIGAN 48141 – Ph: (313) 565-3343

FORK SEALS--GUARANTEED FOR ONE YEAR

BY GOLLY, THEY REALLY WORK!

We don't wish to become redundant about leaking forks and fork seals in our magazine, but it just happens when we run across something that is new, exciting, and really works, we want to pass it along to those out in readerland.

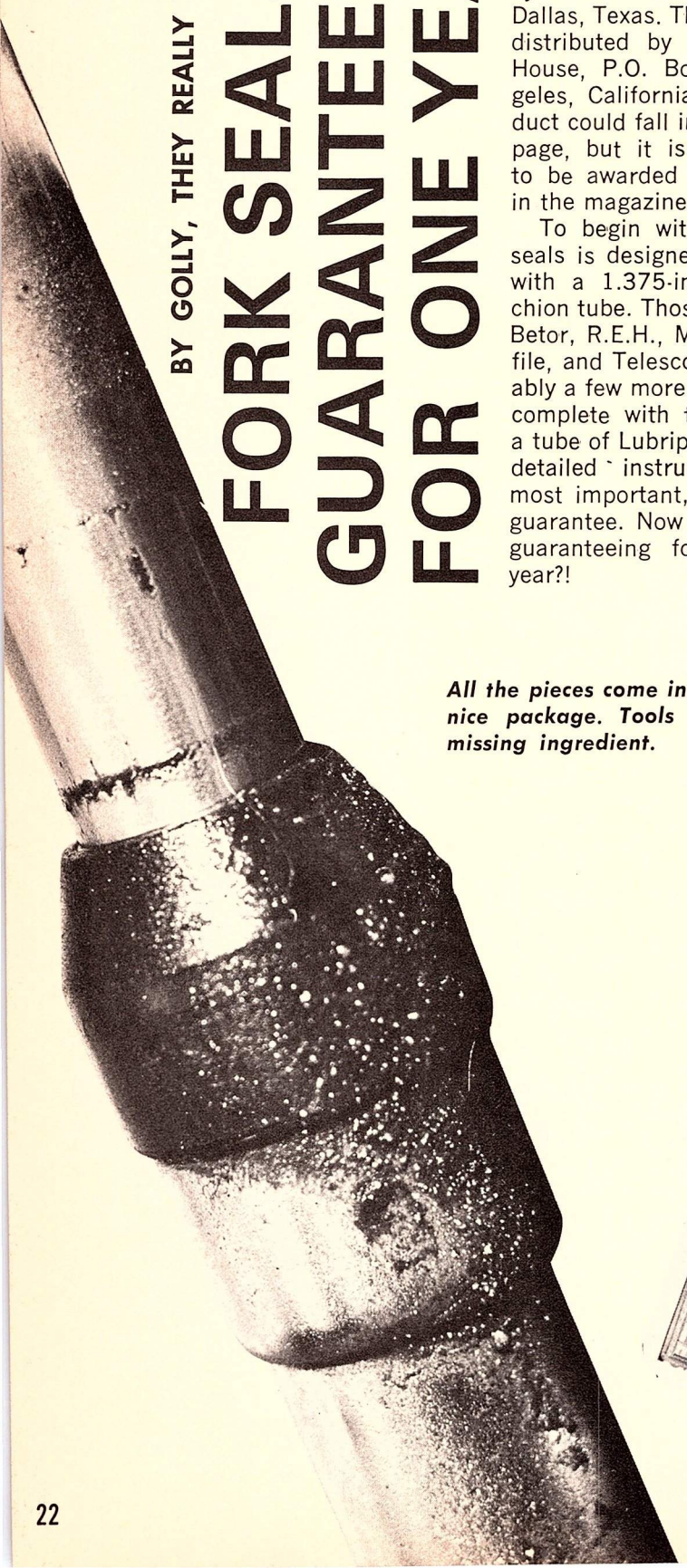
Case in point is the Gorman Pressure-Balanced Seal manufactured by Universal Accessories, Inc. of Dallas, Texas. The ones we used are distributed by International Cycle House, P.O. Box 74853, Los Angeles, California 90004. This product could fall into the new goodies page, but it is important enough to be awarded some prime space in the magazine.

To begin with, this set of fork seals is designed to fit most forks with a 1.375-inch diameter stanchion tube. Those forks are Ceriani, Betor, R.E.H., Montesa, Metal Profile, and Telesco, and there's probably a few more, too. The kit comes complete with two seals, spacers, a tube of Lubriplate, and some very detailed instructions. Also, and most important, there is a written guarantee. Now who ever heard of guaranteeing fork seals for one year?!

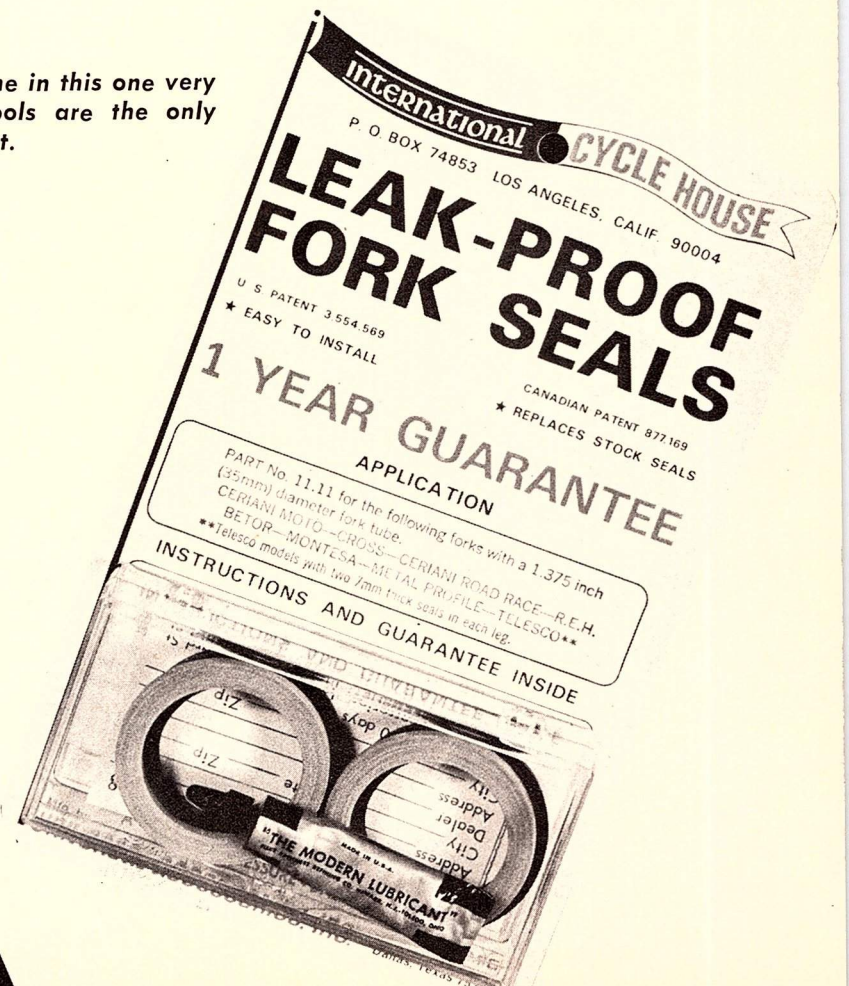
We heard about them during the Trans-AMA moto cross series when Montesa rider Peter Lamppu contested all the events and never had a moment's problem with leaking forks. He was testing these new Pressure Balanced Seals.

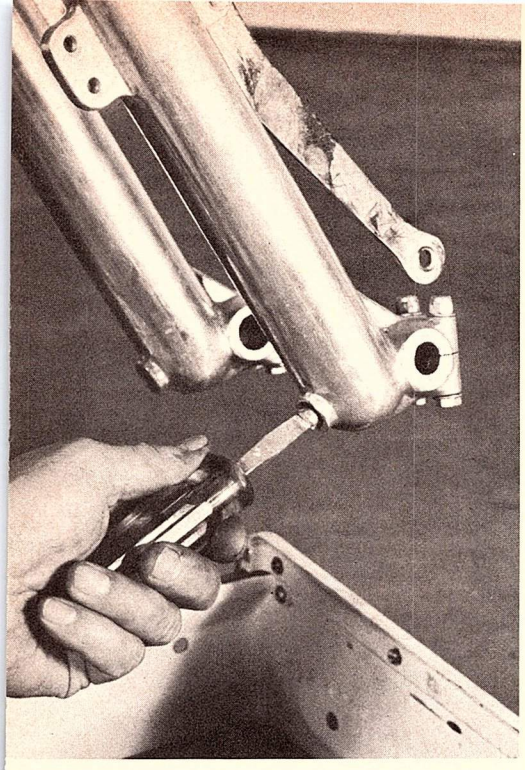
The common ordinary fork seal is a rubber and metal device that presses into the slider and relies on spring tension around a sealing lip to keep the damping and lubricating liquids within. The Gorman Pressure-Balanced Seal works a little differently. Its sealing pressure against the stanchion is created by the same pressure that wants to squirt the oil out. There is a pressure sensitive cavity behind the sealing lip that forces the lip against the stanchion tube. The greater the pressure, the tighter the seal.

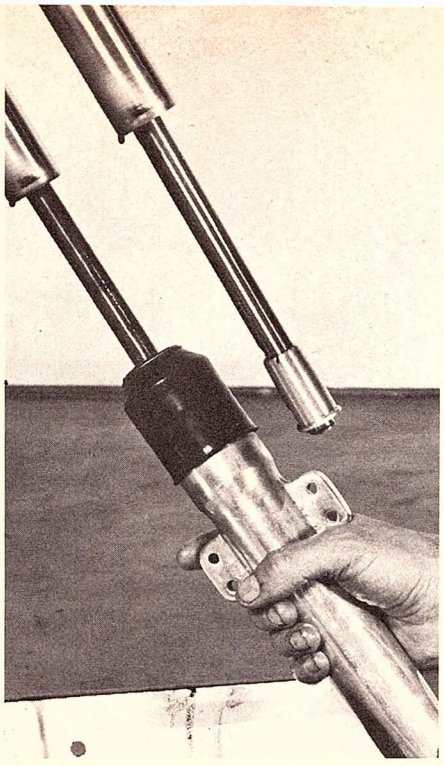
Even if you're a five-thumbed clutz, installing these seals is no big job. We put a set in our habitual fork seal eating enduro bike and thrashed it around in two 100-mile enduros and have yet to detect anything seeping from between the sliders and stanchions. By golly, they really work! •



All the pieces come in this one very nice package. Tools are the only missing ingredient.


International CYCLE HOUSE
P. O. BOX 74853 LOS ANGELES, CALIF. 90004
LEAK-PROOF FORK SEALS
U S PATENT 3,554,569
CANADIAN PATENT 877,169
★ EASY TO INSTALL
★ REPLACES STOCK SEALS
1 YEAR GUARANTEE
APPLICATION
PART No. 11.11 for the following forks with a 1.375 inch (35mm) diameter fork tube.
CERIANI MOTO-CROSS—CERIANI ROAD RACE—R.E.H.
BETOR—MONTESA—METAL PROFILE—TELESCO**
**Telesco models with two 7mm thick seals in each leg.
INSTRUCTIONS AND GUARANTEE INSIDE
THE MODERN LUBRICANT





After you prop the bike up and pull the front wheel, remove the two drain screws and let the oil run out.

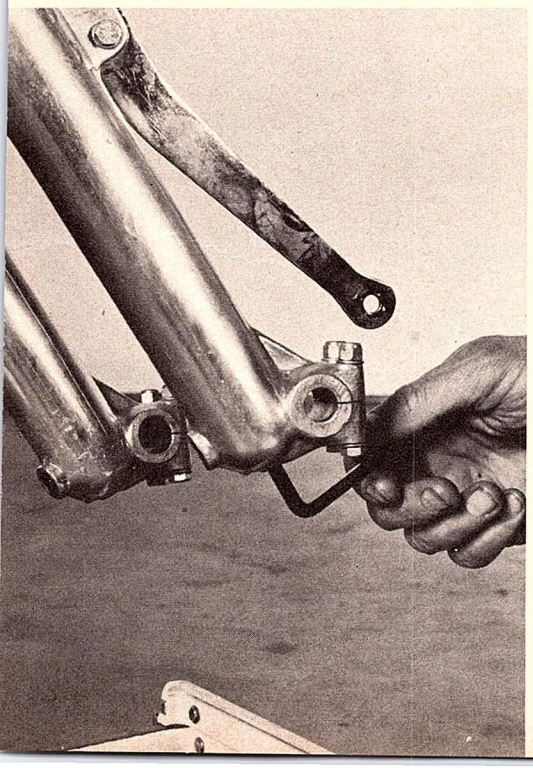
Then the sliders just come off. A big ol' pan is handy for catching used fork oil.

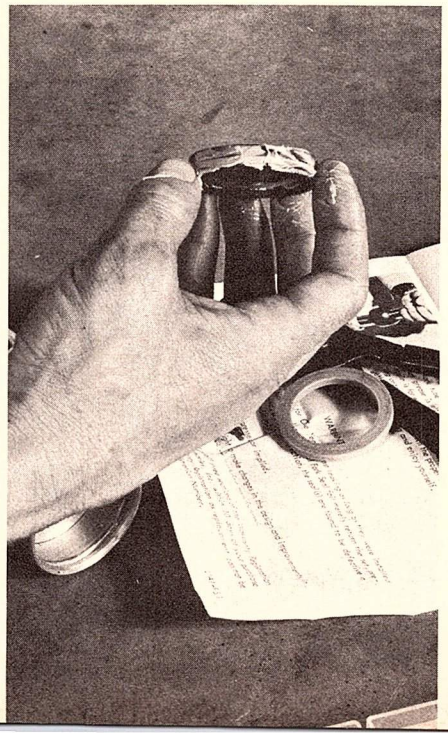
You'll notice the new seal doesn't fit as tightly as the old one. It is a push fit with your hands, followed by a micarta spacer and then the snap ring.

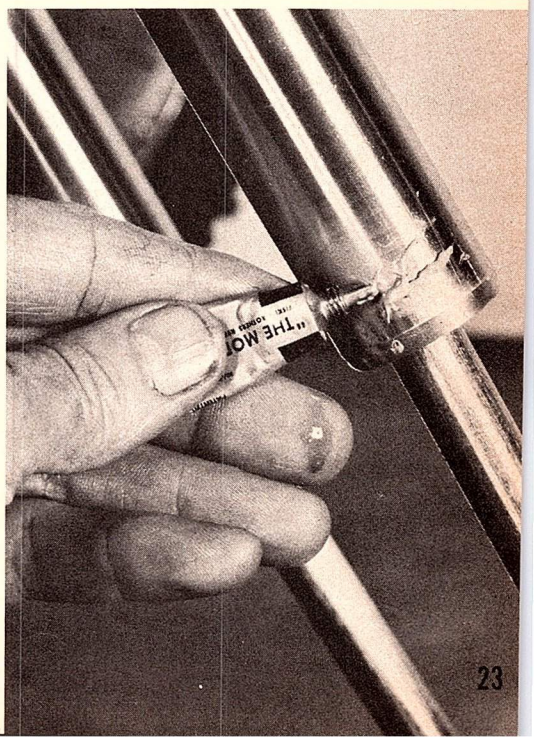
It usually takes a metric Allen wrench to remove these screws which fasten the slider to the damper assembly.

After you've removed the old pieces and cleaned up the slider, put some Lubriplate (supplied in the kit), on both working sides of the seal.

Add the remainder of the Lubriplate around the bottom of the fork stanchions and then re-assemble the whole darn thing. Don't forget to put in the proper amount of oil.





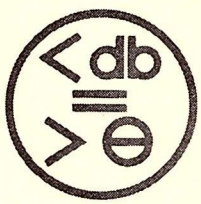


MAN WANTED

To show that you're a MAN (Motorcyclist Against Noise), pick up one of these free LESS SOUND = MORE GROUND buttons at your local participating motorcycle dealership.

In the battle against the closing of public lands to motorcyclists, our sport needs the help of every MAN in it.

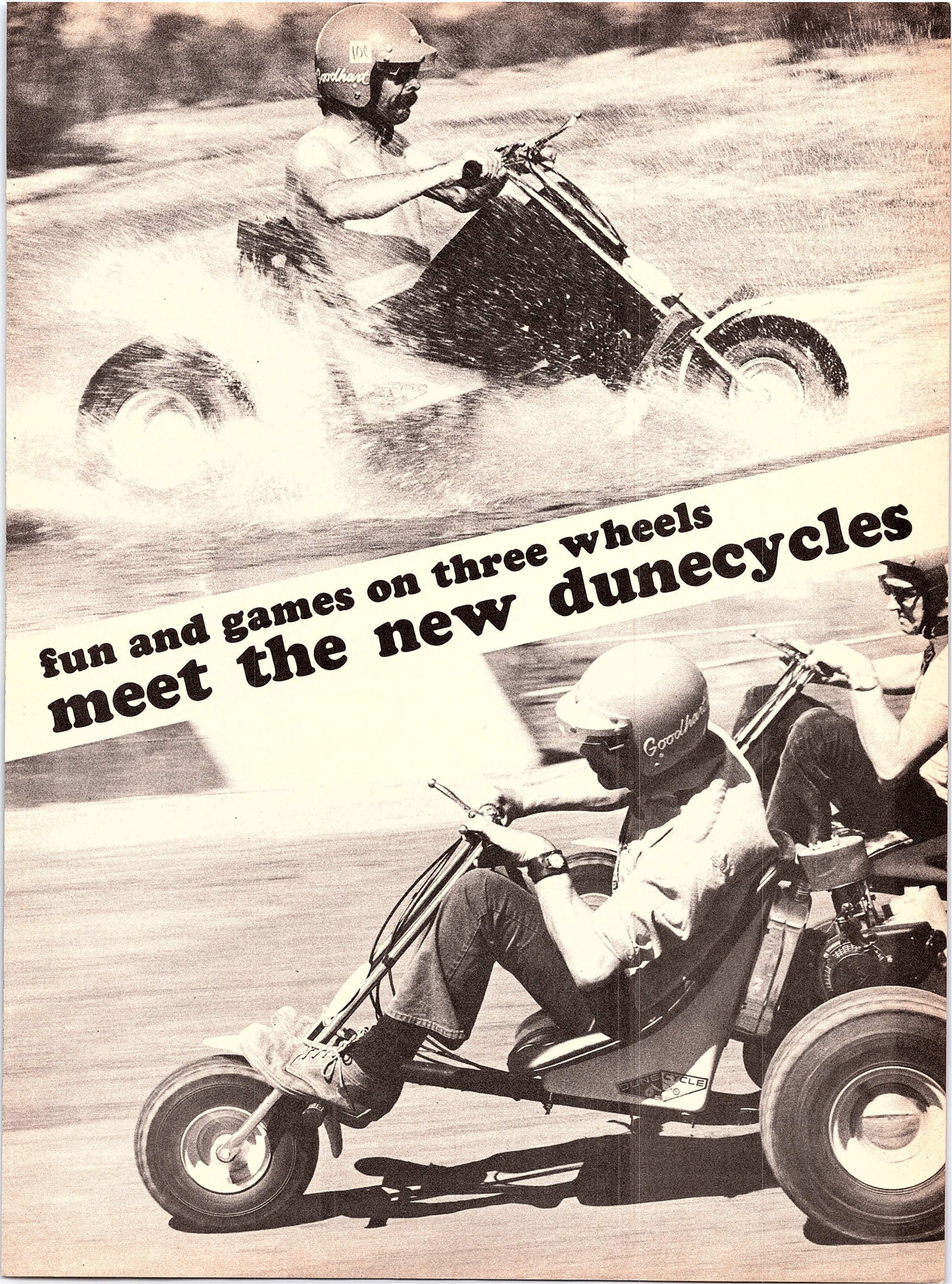
Let's keep down the fences by keeping down the noise.



Join the Noise Pollution Revolution

See your motorcycle dealer for this free LESS SOUND = MORE GROUND button.

MIC MOTORCYCLE INDUSTRY COUNCIL


fun and games on three wheels
meet the new dunecycles

fun on three wheels

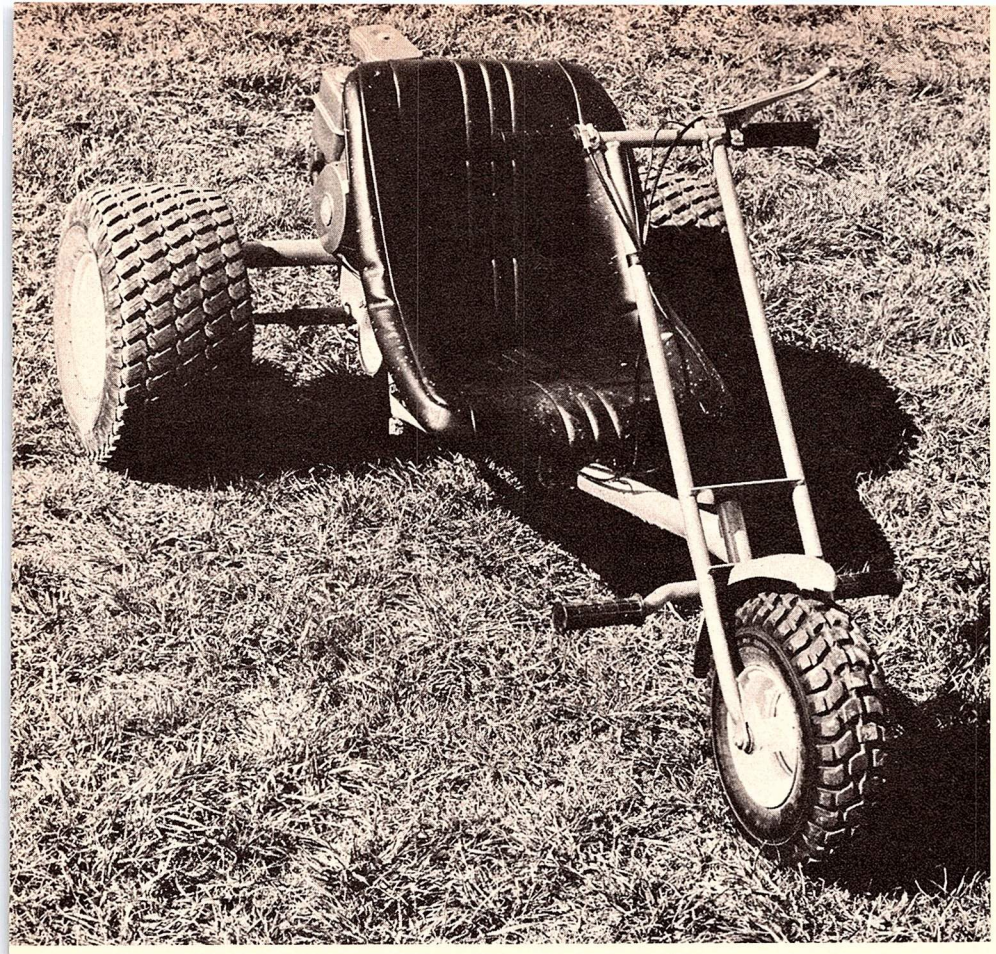
If, as the English maintain, any three-wheeled machine is a motorcycle then the Dunecycle must be considered a bike. If, after examining the accompanying photographs, you come up with the opinion that the Dunecycle is definitely not a motorcycle then you agree with our initial reaction to the machine. Skepticism is the word which best describes our reaction when approached with the idea of doing a test on the little three-wheeler. Overcoming some mild reluctance we made arrangements with Rusty Bolton of A.P.E. Products, manufacturers of the Dunecycle, to get together for a day of testing at one of the local motorcycle parks.

Rusty arrived with three machines: A pure factory racing machine, a production racer, and a stock production machine. The production racer is known as the 101-B Spider while the stock production machine is called the Flat Tracker. The factory racing machine is fitted with two highly tuned McCulloch engines, complete with expansion chambers, and as far as we are concerned it should be called Godzilla—it goes like a striped ape! After being checked out on the controls we headed for a small, slightly banked oval flat track. Rusty took a couple of hot laps on the factory machine to show us how it should be done. Then we moved out onto the track. It quick became evident that the Dunecycle shares one very important characteristic with the motorcycle; it's a helluva lot of fun to play with in the dirt.

After fooling around with the thing for awhile on the race track we headed out into the rough terrain. Over the sand, through the water crossing, and up into the hills; the Dunecycles were a ball. Obviously, there was more here than met the eye.

Basically, the Dunecycle is a three-wheeled machine built around a "T" bone frame. At the front is a single wheel mounted on a radically raked front fork. Well back on the main tube is mounted a contoured fiberglass shell which provides the seating for the rider. The cross section on the "T" carries the rear axle and provides the mounting platform for the engine. That, in essence, is the Dunecycle. The front wheel is 5.3 inches wide x 15

The four-cycle engine used to power the Flat Track addition of the Dunecycle is a 200cc unit made by Briggs & Stratton. The Flat Tracker will hit speeds up to 30 miles per hour and will climb hills up to 40 degrees of pitch. Curb weight is 110 pounds.



Controls on the Dunecycle Flat Tracker are the height of simplicity. A brake lever, mounted on the left end of the handlebar, makes everything stop and a twist grip on the right end of the handlebar makes the thing go. That's all there is to it.

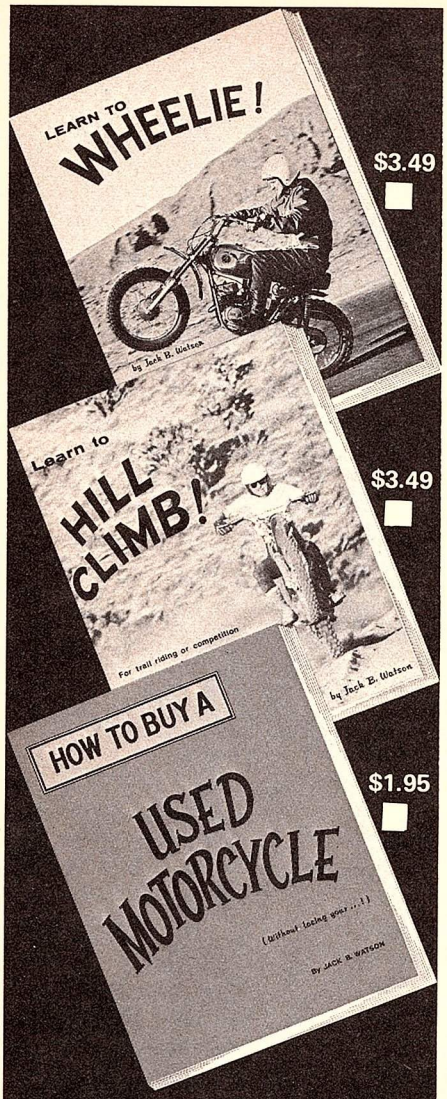
inches in diameter, while the rear wheels are 9.5 inches wide and 18 inches in diameter. These tires provide the only suspension on the machine and, surprisingly, they do quite a good job of it. The wheels are mounted on precision ground ball bearings which are permanently lubed and then sealed against foreign matter.

The 101-B Spider edition of the Dunecycle is powered by a single cylinder two-stroke engine which produces 14 horsepower. The much milder Flat Tracker is powered by a single cylinder four-cycle that produces 5 horsepower. Both engines utilize torque converter-type transmissions, with variable shifts and "V" belt drive. Final drive is by chain while the differential utilizes automotive-type doubled gears. The variable speed transmission gives good low end torque for difficult terrain and plenty of power for straight line riding.

The bucket seats furnished on the latest Dunecycles are certainly a vast improvement over those of which were used on the first machines. The buckets on our test bikes were wide, well upholstered, and reinforced in areas of stress.

So there you have the basic Dunecycle: Three wheels, an engine, a bucket seat for the rider, and a small handlebar. We still don't believe that the Dunecycle is a motorcycle, but it does come very close to a bike in the amount of pure enjoyment it delivers. ●

The Spider model of the Dunecycle weighs 120 pounds. This model is one of the fastest three-wheeled machines in the country and has won 97% of all the races they have entered.



ALL 3 BOOKS ONLY ■ $7.50

LEARN TO WHEELIE
You can do 300 foot breathtaking wheelies on any bike from 50 cc to 500 cc. It's all in the technique not engine power. Forty action packed illustrated pages lead you step by step through the learning process.

LEARN TO HILL CLIMB
What to do when the front end comes up. How to use body english. How to ride down steep hills. How to turn around half way up. Learn the best riding stance and much much more.

HOW TO BUY A USED MOTORCYCLE
Don't be gyped! Learn to spot a lemon. Find out about false dealer guarantees. Every book includes a complete wholesale and retail blue book price list.

Check the boxes next to the books you want and send cash, check or money order to POWER RIDER CO., Dept. 875, Box 158, Saugus, Calif. 91350.
California residents must enclose an additional 5% sales tax. Allow 4 weeks normal delivery or enclose 50¢ extra each book for rush 1st class mail. Guaranteed Satisfaction or your money back.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

continued

A BLAST

The Motorcycle Industry Council (MIC) has moved into action and offered aid to the various government agencies charged with making the decisions. The MIC, as its name implies, represents the motorcycle industry. Because of this, those who will make the decisions may feel that the Council is trying to further its own interests. As a member of the MIC I can assure you that it does have the welfare of the motorcyclist in mind. However, government agencies, hardened by dealing with lobbyists and special interest groups, may react in a negative manner.

Now, as never before (and, perhaps never again), is the time for the individual to make his feelings known. Slightly less than three months time remains in which we can make our feelings known. In Washington, letters from the voters carry the most weight and receive the most attention. These letters need not be long, nor do they have to be grammatically perfect. Hysteria should be avoided! In simple terms let your Representatives know where you stand. Write all your Representatives, even the President (He'll probably never see the letters but, if enough arrive, he will be made aware of their presence.)

If you don't know the names and addresses of your Representatives, a check of the phone book and a couple of calls will produce the necessary information. The time has come when the motorcyclist can no longer consider himself a "rugged individualist." By communicating our wishes we can form a cohesive group whose wishes, hopefully, will have some bearing on the decisions which will result from the President's action. ●

Gordon Kanel

Exclusively specializing in

HONDA Parts!

& accessories for all makes & models

1-DAY MAIL ORDER SERVICE ANYWHERE — AIRMAIL IF REQUESTED

Send year, model, engine & frame no. with all orders. Write for free list of all Honda Repair Manuals and Parts Catalogs.

THRIFTY LAD HONDA, DEPT. MC6
2411 Lincoln Bl., Santa Monica, Calif. 90405, (213) 392-3066

NERVOUS?

RUB ALL YOUR CARES AWAY WITH A WORRY STONE!

Tied up in knots? Tension getting you down? Trying to stop smoking? Try this ancient Chinese method of relieving tensions — simply rub the stone with your thumb, you will be amazed at the calming effect it brings. **ONLY $1.00.**

GROWCO ENTERPRISES
P.O. Box 1202 *Dept. S*
Canoga Park, Calif. 91304

MICHELIN

Motorcycle Tires and Tubes

imported and distributed by
WESTERN SCOOTER DISTRIBUTORS
1599 Custer Avenue
San Francisco, Ca 94124
(415) 647-5520
Write for nearest dealer

YAMAHA PARTS

WORLD'S LARGEST STOCK OF YAMAHA PARTS & ACCESSORIES

Now! Mail order service for genuine Yamaha parts and accessories. 24 hour service from one of the world's largest Yamaha dealers.
If we don't have it, it ain't!

Send 50c for our accessory catalogue and list of genuine Yamaha parts and service manuals available. Rush shipped same day order is received. Includes all Yamaha models, street and dirt, back to 1961 bikes.

IMC IMC
INTERNATIONAL M/C INC.
7233 Canoga Ave., Dept. MC
Canoga Park, Calif. 91303
(213) 346-0900

THE VIEWFINDERS GRAND PRIX

MIX SAND, HEAT, A LITTLE WATER, ABOUT A THOUSAND RIDERS AND YOU COME UP WITH A TYPICAL SOUTHERN CALIFORNIA GRAND PRIX

Report by Maureen Lee
PHOTOS BY JOHN BETHEA

While much of the country was shivering in its shoes, Californians were enjoying the weather that makes the state famous, 90° temperatures in March, as the Viewfinders threw their fifth annual Grand Prix.

Indian Dunes was the site, a motorcycle park just outside of Los Angeles, a huge area developed exclusively for off-the-road vehicles, and the club leased it for the whole day. The terrain offers much for Grand Prix including a stretch of asphalt pavement, and a neighboring land owner allowed the course to extend over some of his land, which is pretty unusual in California these days.

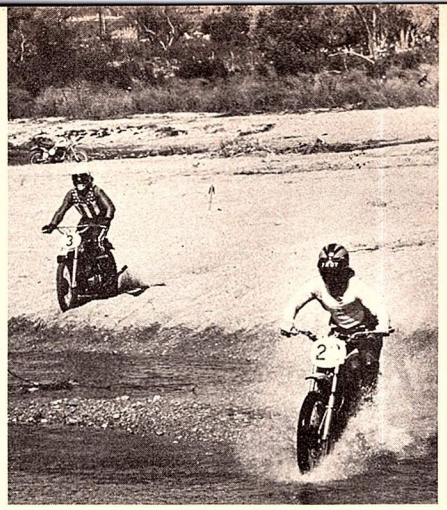
John DeSoto holds a slight lead over Warren Burrell in the 500 Expert race on Sunday. Gene Cannady eventually rallied to second after Burrell was forced out with mechanical problems.

The famous desert racing team of Kookie and John McCown. Kookie (the one with the smile) usually wins by a nose!

The starting area was in an immense area of sand, and as the long line of riders blasted off and the dirt hurled high it looked like an on-coming sandstorm with just flashes of bikes seen in-between the billows of sand. Spectators, to reach the river crossings had to slog across this stuff, and if anyone had tanks or a camel rental business, they could have made a killing!

From the start the circuit twisted around a little and then headed up into the mountains where there were some nasty downhills, one of which had whoop-de-do's all the way down it. There was one particular uphill that kept flagmen busy all day. By Sunday it had deteriorated into fine talc dust and the Viewfinders considered it no longer challenging but dangerous and eliminated it from the course.

There really are rivers in Southern California with water in them, and that's the truth! The Viewfinders made the most of the one they had with two water crossings. One was a single splash and the other, at a wider part featured a ramp for the more strong hearted, a sandbar in the middle that was just barely under water, then a bit more sand and some more water and then straight into the top speed sandwash. Naturally this was the spectators favorite area. While the bikes were splashing through the kids were further upstream doing whatever kids do when there's unlimited sand and water and little fish to be caught, while their elders stood in the water to cool off.



Troy Hollis pulled out all stops on the first lap of the 500 Junior race on Sunday . . . so much so that here he leads eventual winner Jeff Wecker (3) at the first water crossing.

Gene Cannady, ISDT Gold Medal winner and a member of the LAPD was the hero Saturday. In the 175cc class it was Larry Watkins (DKW) who took the lead on the first lap closely followed by Jeff Wright (Puch). Cannady was a little way behind these two young desert chargers along with Terry Clark on a Baja mixed in there to make things interesting. Terry had already wrapped up the 100cc Jr./Expert class with a tremendous ride and was looking for a second victory.

Watkin's bike decided it didn't want to run anymore with Cannady now gaining on second place Wright. Then the nut came off Wright's countershaft sprocket leaving Cannady with a clear shot at the win, but don't think he lucked into it. He really had to ride. On the second to last lap Clark's bike started making nasty noises but somehow he nursed it home with another of the Baja Wrecking Crew, Mitch Mayes behind him.

The sidehack team of Ric Bell and Paul Bellows finished in fifth spot. Here, they round the bend on the approximately .7 miles of pavement.

The 100cc Novices are worthy of mention because of the good riding of Steve Pineri and Rick Durand on Hodakas in a class that excelled in what not to do at water crossings. Some just got to the bank and plopped in, one tried the ramp, thought better of it at the last impossible second so plopped in from even a greater height, while others yanked up on the handlebars and did a big backward somersault.

Cannady and Yamaha were really ready for the 250 Expert and so was the crowd. The first rider around the mountain and heading down to the river on the last portion of the course was Cannady and what a lead he had. Jeff Wright, Puch-mounted again was giving it all he could but he couldn't catch the flying police officer who looked like he was operating under a Code Three. Jim Fishback (C-Z) took third and Al Baker on a Yamaha fourth after a start that showed quite a bit of shuffling around amongst the front runners.

Sunday brought the same heat and the same delights of watching great racing from the river bank with your tootsies in the water for natural air conditioning. The 500 Novices started the day and did their share of wild things all over the course. Not many of them gathered the courage to try the ramp, although the Experts had a glorious time sailing over it. The water caused problems too. Although told to waterproof, some of the troops obviously don't know what that really means, but two brands had more than their share of difficulties. Saturday it was the Yammies sputtering through and Sunday it was the Husky's turn. There was even a Maico who was attempting it without a front fender. No way, and a drown out cost him considerable time.

The top Novice was a Maico rider, Pat Young on a course that was now longer than Saturday's due to the elimination of that uphill.

In the Sidehack bash it was the growling Honda Four of Stevens and Sammer who won, and the Honda was really an impressive machine. No lack of power in that dude! Palfreyman and Tomlinson on a Triumph-powered Wasp made it into second place spot, but the usual determination to carry on at almost any cost in that class was exhibited by the Triumph team of Wahl and Hudspith. First they endo'ed down a hill with the usual battering of rig and riders taking place; then the throttle kept going round and round the handlebar which made things interesting to say the least; the next disaster was a drown out and while they were getting things dry they found an oil line had come adrift. How much oil was gone they didn't know but started off again until the Triumph started making uncomfortable noises, so they decided to was time to retire gracefully and save an engine.

Jeff Wecker, who won the 250cc Junior on Saturday, went after the 500 gold on Sunday on one of his C-Z's and the lead he built up on lap one was tremendous. The others were so far behind for a while it looked like they had stopped for beer and sandwiches somewhere along the course. At one time we clocked Wecker at 52 seconds ahead of second place Sherm Andrews (Husky) who was having his own private race with Marshal Jennings on a Maico.

Indian Dunes being the big place it is, a Professional motocross was being held on the Shadow Glen circuit, so Brad Lackey on his proto Kawasaki and two of his three motos under his belt, hurried over to the Viewfinders race to have a go in the 500 Expert class and then raced back to his third moto on the Pro course. The Pro race he won, with three straight but didn't fair so well in the Viewfinders go, although he and Jim Wilson (C-Z) made it a race to finish third and fourth behind that man Cannady again on a Yamaha.

The 500 Expert was a cliffhanger though. Popular John DeSoto on his magnificent sounding Suzuki took the lead with Cannady after him, but stalking them was Rich Thorwaldson on another Suzuki. Thor nailed Cannady and then he and DeSoto proceeded to pull away from Cannady who in turn was pulling ahead of Wilson and Lackey.

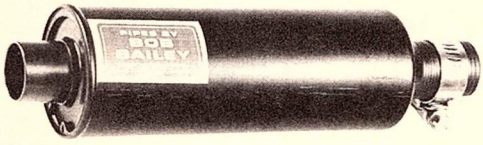
According to DeSoto they were up in the mountains on the trails handlebar to handlebar when on the downhill whoop-de-do'es, John's bike went into neutral and then into fourth. He went up in the air, came down and hit the cross bar with his chin knocking himself dizzy and one tooth jammed into his lip. Then he did a get-off which bruised him up considerably. He got himself together and remounted to continue on but Rescue Three, the first aid people who cover so many of our big races out here promptly nailed him and put him in an ambulance after the finish. John kept saying, "Rich won, didn't he? He won," with everyone trying to tell him no, he had won. While DeSoto was sorting himself out and getting around the track as best he could, Thor-

(Text continued on page 67)

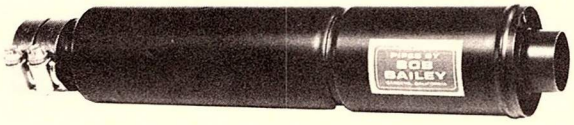
In a hairy battle for second spot in the 250 Expert race on Saturday, Al Baker leads Jeff Wright. Jeff finally got around Baker and went on to finish second.

KNOW THE COMBINATION

The ideal silencer is a marriage of noise reduction and increased power... the optimum combination, refined from exhaustive testing . . . on the dyno and on the race track. If you check out the winners' circles you'll find more silencers carry the name Bob Bailey's. Because the winners know a Bob Bailey's silencer is the right combination.



And when it comes to woods riding, the right combination is a silencer that really quiets,

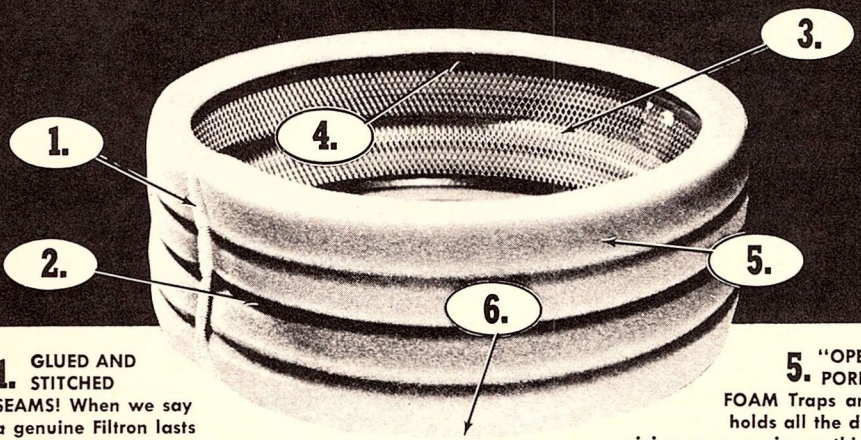


with a spark arrester that is efficient, and that doesn't result in harmful power loss. Here again, through extensive research, Bob Bailey's offers the right combination.

ACCESSORIES BY
BOB BAILEY'S
DEPT. M
P. O. BOX 2048
GARDENA, CALIF. 90247

"THE ANATOMY OF A GENUINE FILTRON"

the finest air filter element in the world



1. GLUED AND STITCHED SEAMS! When we say a genuine Filtron lasts a lifetime, we mean it!

2. CONVOLUTED DESIGN! Grooves create pulsing action to keep dirt from clogging. A feature found only on genuine Filtrons.

3. FIRE SCREEN! No backfire-damaged foam with a genuine Filtron! Rubber edges insure positive edge seal.

4. GROOVED EDGE! Foam overlaps screen for positive sealing.

5. "OPEN PORE" FOAM Traps and holds all the dirt giving your engine nothing but pure, unrestricted air.

6. PRECISION MANUFACTURE! It's as important in your air filter element as it is in your engine. Genuine Filtrons are made to exacting standards to seal tight, work perfectly!

INSIST ON THE REAL THING — A GENUINE FILTRON!

filtron products co. 7835 Burnet, Van Nuys, California 91405

LETTERS CONTINUED

conversion you performed on your Super B.

From reading your Vol. 2, No. 1 April issue, I get the feeling you have great faith in the Hodaka as an all around type of bike and that the kit will enhance its capabilities as a scrambler. From researching the library of Modern Cycle mags I have collected, I found that you have the tendency to liquidate certain machines once you have done all you can to it . . . "The day finally arrived when the Editor decided to sell the Ossa," Vol. 6, No. 1 January 1970.

Well if the day ever arrives that your Hodaka is put on the block I

I am not quite sure whether the Hodaka is Modern Cycle's or if the bespeckled Chuck Smith is the lucky owner, but if it is for sale could you keep me in mind or let me know who I would have to contact about such matters?

Anyway, hang in there and keep the presses rollin'. Expecting a reply.

Your faithful fan,
R. Blacklock
Mississauga, Ont.
Canada

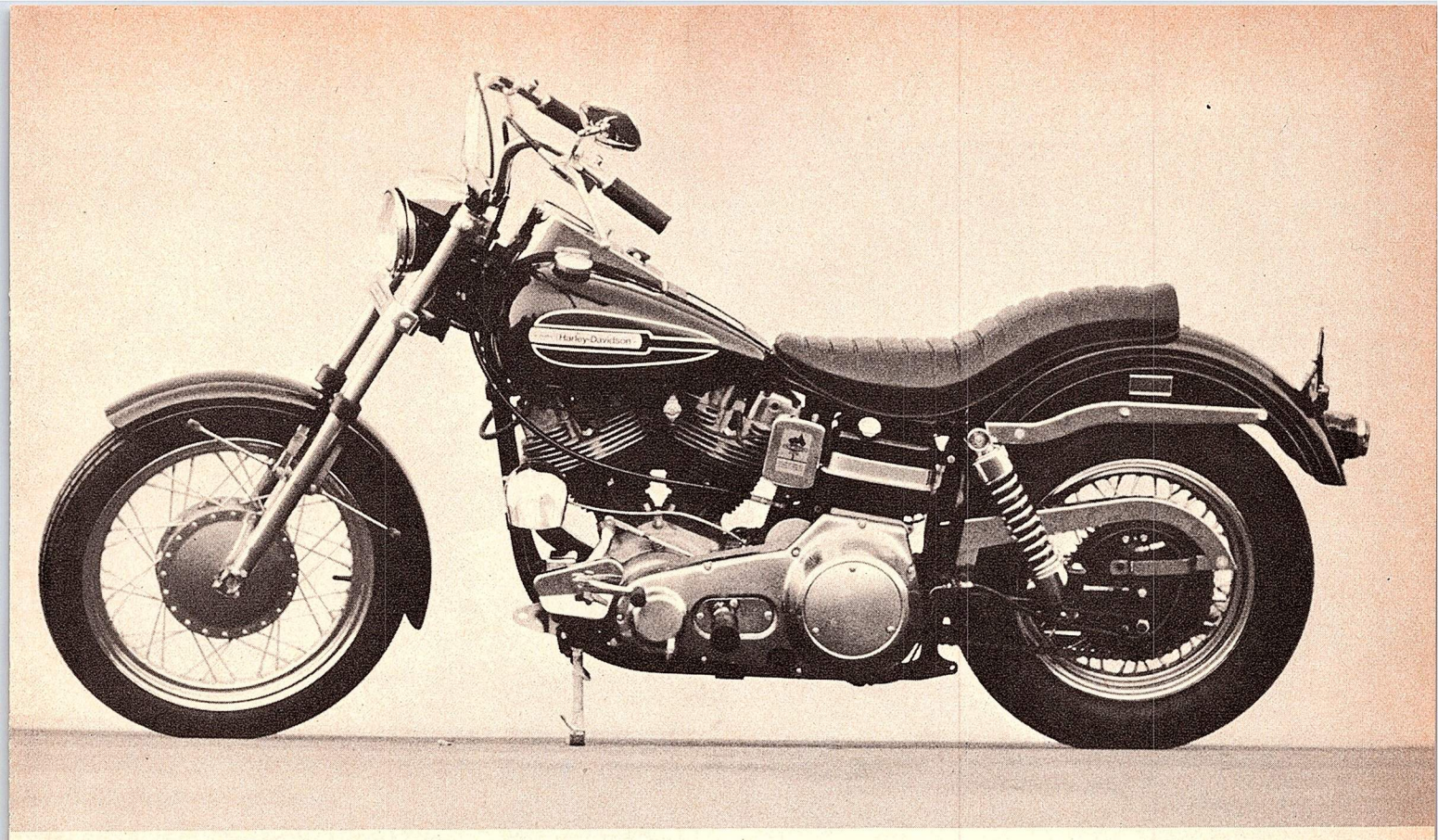
P.S. I will even leave the M.C.'s paint job on just to make the other guys jealous.

You're right, we do have great faith in the Hodaka as an all round bike.

The Hodaka Super B that we featured in Modern Cycle Magazine is indeed the property of the bespeckled Chuck Smith, and, at least at the moment, he's having too much fun with it to consider selling. —Ed.

(Text continued on page 64)

NEXT MONTH
TESTING THE TRACKMASTER YAMAHA



the HARLEY-DAVIDSON SUPER GLIDE FX

WE CHECKED OUT THE MIDNIGHT MUSCLE MACHINE, IT'S MORE MUSCLE THAN MIDNIGHT

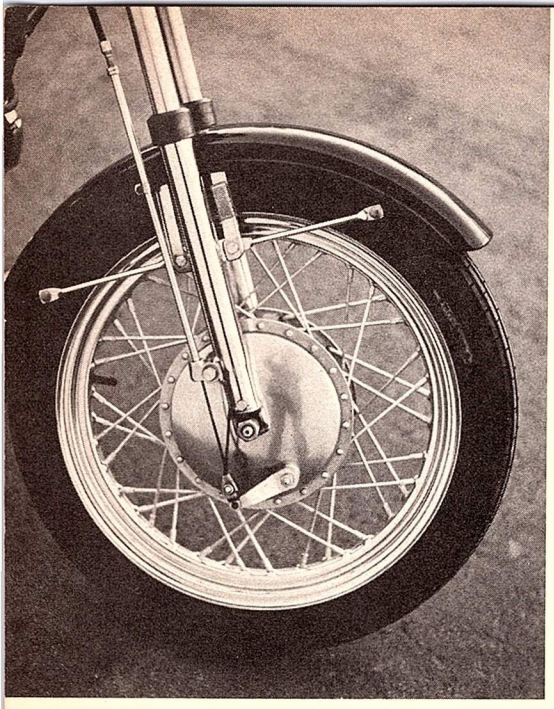
For those of you who aren't aware, Harley-Davidson is the sole surviving manufacturer of motorcycles in the U.S. There was a time, during the early 1920's, when more than 30 concerns were in the business of making motorcycles. William and Arthur Davidson and William Harley, having started in a wooden shed back in 1904, already had a 20-year grip on the market. Their first year's production from that one room shelter netted them four motorcycles, built during the hours they weren't working at their regular jobs. The huge brick building in Milwaukee that houses the motorcycle manufacturing facilities today is very near the site of that original shack.

The Davidson's have tended to sales and promotion while the Harley's remained in the shop with engineering and development duties. This arrangement has worked out successfully, if for no other reason, their domestic competition has dropped by the wayside leaving the largest single market in the world open to this one manufacturer. This huge corporation is still controlled by descendants of the founders. John Davidson is vice president and in charge of sales, and, in his middle 30s, speaks fondly of, "Grandfather who started this business."

Their business, although the numbers are not great like the Japanese industry, is respectable in the gross money column because their product is not inexpensive. Besides motorcycles the Harley-Davidson Motor Company has taken the lead in golf cart sales in the U.S. and has begun a concentrated effort in the manufacture of snowmobiles. To say the least, this company is progressive.

Through the years the big V-twins from Milwaukee have changed very little. The 74 cubic inch overhead valve engines were first seen in 1937. Before that they had 61 cubic inch flat heads, I heads, and F heads that date back to the teens, and all were V-twins. There were singles too; they were made until about 1929. But H-D does change, they just do it a little at a time which is part of the very sound engineering practices for which they are famous.

The 1972 1200cc Super Glide FX is an example of H-Ds basic engineering designs coupled with some pretty radical styling. The FX has taken on lines that suggest "chopper," only the stability and handling of the machine have been enhanced, rather than adversely affected. The first thing that catches the eye is a seat that definitely has never been seen on a production Harley-Davidson until now. It has a figerglass base that form fits the frame behind the gas tank and follows the rear fender to the peak of its curve. The distance from the ground to the rider's position at the front of the seat is only 29 inches. The second half, that which is on

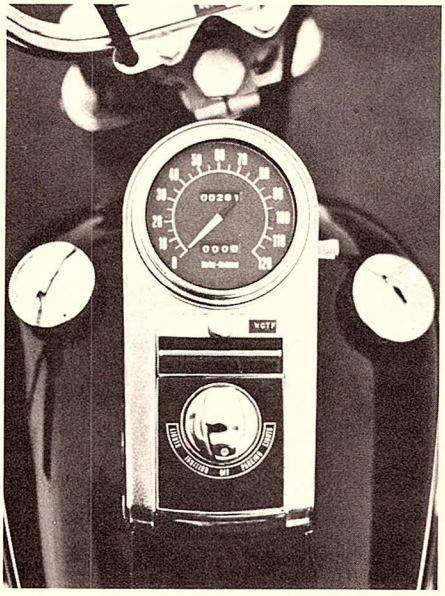


night train

top of the fender, is another 4 inches higher. The footboards have been removed and footrests put in their place. In actual riding the saddle is very comfortable, and, in relationship to the handlebars and footrests, two-hour jaunts are quite enjoyable. The passenger really has a nice time of it, perched above the driver so he or she can see what's going on, and the second set of footrests are back far enough for the passenger to maintain balance. The only thing lacking is a padded sissy bar, but to do this it would mean a chopper endorsement by the Milwaukee firm.

Normally the 74s come with fat 16-inch wheels front and rear. The FX, in obtaining a lighter look, employs the front end of a Sportster. A 19-inch front wheel and Sportster forks do the trick. Suspension is ample with these forks, and, in conjunction with the huge adjustable rear hydraulic shock units, the overall ride is very good. When packing double you will have to jack up the springs on the rear to compensate for the added "load."

Replacing the footboards with footrests is one thing that's going to bring on a lot of controversy. The Harley ride is one of sitting down much like a passenger car with your leg in front of you. Footrests are normally located an inch behind the nose of the seat so your legs are tucked back and it's easy to stand. With your legs out front footboards are just fine. The shift



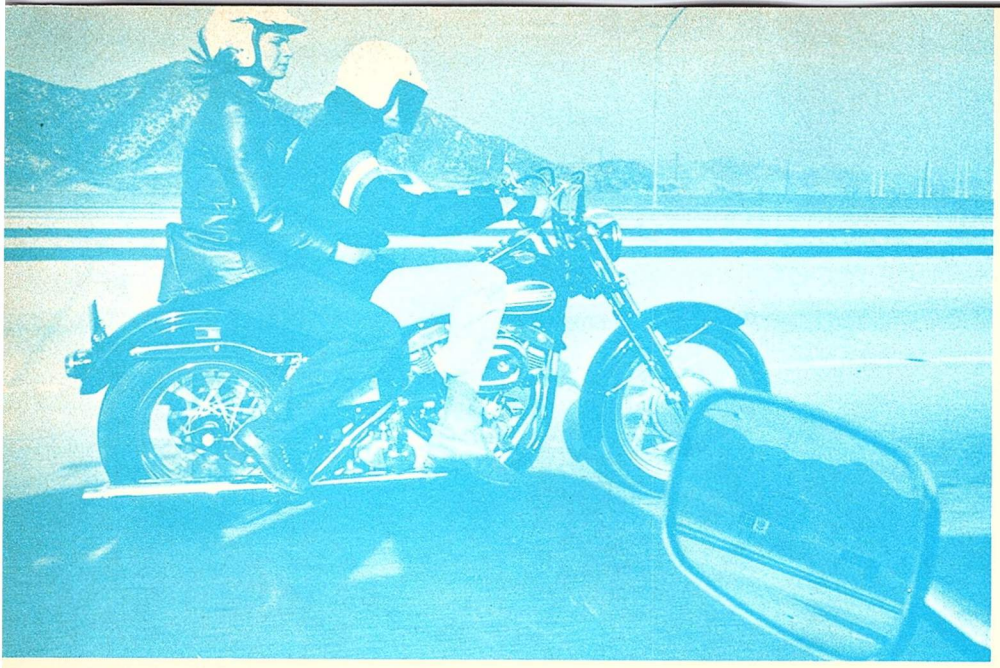
lever and brake lever are positioned for footboards, they are awkward to reach from the pegs. You have to remove your foot from the footrest in order to change gears, and the operation of the rear brake pedal is equally disconcerning. The old footboards, we are told, can be added.

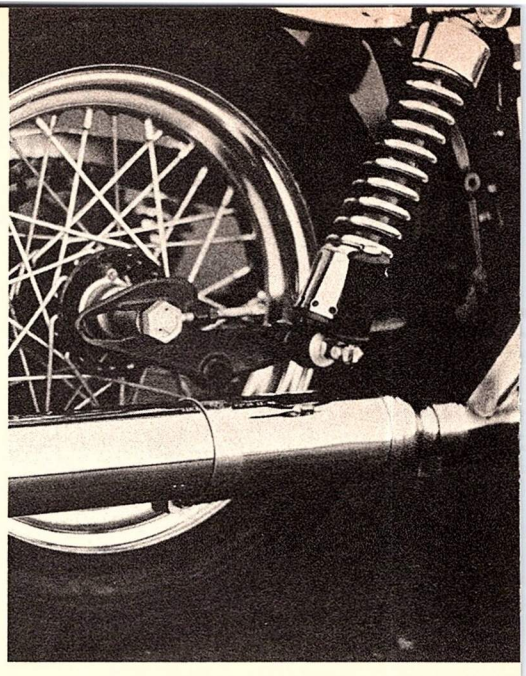
In an effort to keep the price and weight of the machine down, the FX does not come with an electric starter, nor does it have the large battery to operate it. To some people the "kick only" to start a 74 cubic inch motorcycle is one of the great masculine symbols connected with bikes. (We prefer to push the button.) To dash some misconceptions into the rocks, there are many medium displacement two-stroke singles that take more effort to kick through than this mighty 74. It has a kicking ratio very favorable to the starter where one downward thrust of the lever pushes one cylinder through its compression stroke. With its automatic advance and battery/coil ignition the bike is surprisingly easy to start.

You or an unknowing friend can complicate matters though. The FX is fitted with a huge Bendix carburetor that features an accelerator pump. Just a nervous habit of twisting the throttle on and off while the bike sits there will surely load the inlet manifold with fuel. It will take a bunch of kicking to clean the cylinders of this excess fuel for it to run again. We had the problem, but only once.

This series of engine is virtually unchanged since '56. At that time, when Harley-Davidson advertised horsepower, it was rated at 65 horsepower at 5,500 revolutions per minute. A permanent magnet-type alternator has been added plus the new Bendix carburetor, so horsepower has been improved some. But it's not the hp that gets you going, it's torque . . . and the FX has gobs of it!

Packing double on a good long uphill grade the big twin will accelerate from 35 mph until you run out of hill, rpm, or courage. This one would indicate 120 mph on the speedo in fourth when we got on a lonely road and made sure the men with the badges weren't around. With the long torque curve you shift it very little. We used second gear for city street right handers, and generally rode around town in third. If you try to shift it fast



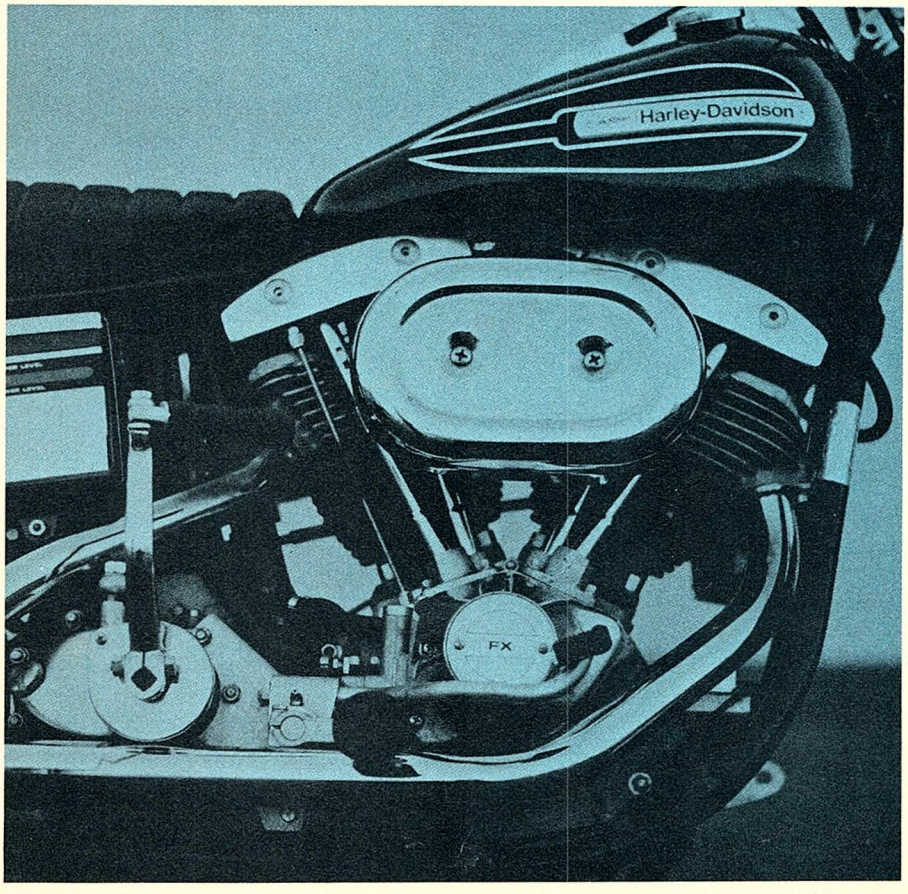


1972 Super Glide

the gearbox lets out with a giant clunk like the BMW does. Pausing between gear changes and letting the engine drop its rpms, the bike goes into gear without a complaint. The clutch pull is amazingly easy, especially after you get all psyched out by that huge clutch cable.

The bike stops pretty well, after all, hauling down a machine that weighs well over 500 pounds from speeds in excess of 60 mph is no easy chore. Both brakes are a large 8-inch diameter with the rear being operated through hydraulic cylinder and lines. The rear one will lock up anytime you so desire, but you do have to try.

Our FX is fitted with the old double tanks and hold a total capacity of 3.5 gallons. The single shut-off valve has a reserve. The bike is good for one-hundred miles between gas stations if you don't get on it too hard. Engine noise is very good, much of this can be attributed to the hydraulic valve lifters. Muffling is of the rich Harley-Davidson tradition that is within the current decibel limits as stipulated by our local authorities.



Our test bike was the basic Super Glide FX that lists for $2,250.00. Like Detroit, the H-Ds have many added packages to suit the customer, one of which is the "chrome group" for an additional $79.50 that was added to the FX we feature. Probably the most exciting experience with any of the H-D big twins is their lack of unwieldiness when you ride them. They have a huge set of flywheels that are set well below the centerline of the axles. When a Harley is laid over on its side it doesn't take all that much effort to pick it up. With its weight down low, the gearbox and flywheels, the bike lays into turns and sticks there like it's on tracks. Its low c.g. also keeps the front wheel on the road where it belongs, and if you do get the rear wheel spinning it's just going to smoke, no wheelies.

This effort by the Milwaukee firm to produce a sporty 74 cubic inch highway stormer is a successful one in our eyes. It's a simple, straightforward motorcycle much like those that Harley-Davidson built their reputation on many years ago. Only this one, with its sleek styling and sheer performance, is a step into the current trend of high performance street machinery. ●

MAKE HARLEY-DAVIDSON
MODEL 1200cc SUPER GLIDE FX
PRICE AS TESTED $2,329.50
MAXIMUM SPEED AS GEARED 115 mph
WEIGHT 543 lbs. DRY

ENGINE

Engine Type	OHV VERTICAL TWIN
Bore	3.437 IN.
Stroke	3,968 IN.
Displacement	74 CU. IN.
Compression Ratio	8.0:1
B.H.P. at R.P.M.	65 AT 5,500
Carburetor	BENDIX 1-7/16 VENTURI W/PUMP
Ignition	BATTERY AND COIL
Starting System	PRIMARY KICK
Lubricating System	GEAR PUMP

FUEL AND OIL

Oil Capacity	4 QUARTS
Oil System	DRY SUMP
Fuel Capacity	3.5 GALLONS
Fuel Recommended	REGULAR
Approximate mpg	35

FILTERING SYSTEMS

Air	OIL WETTED FOAM
Oil	SCREEN
Fuel	SCREEN

FRAME

Frame Type	DOUBLE LOOP CRADLE
Weight Distribution	FRONT: 50.5%, REAR: 49.5%
Wheelbase	62.75 INCHES
Ground Clearance	5.12 INCHES
Peg Height	11 INCHES
Seat Height	29 INCHES

SUSPENSION-TYPE

Front	TELEDRAULIC FORK
Rear	SWING ARM

SUSPENSION-TRAVEL

Front	6 INCHES
Rear	3 INCHES

DRIVE TRAIN

Clutch Type	MULTI-PLATE, DRY DISC
Primary Drive	DOUBLE ROW CHAIN
Countershaft Sprocket	22 TEETH
Final Sprocket	51 TEETH
Final Drive	SINGLE ROW CHAIN
Gear Ratios Overall	
1st	10.74:1
2nd	6.50:1
3rd	4.39:1
4th	3.57:1

TIRES AND WHEELS

Front	M90x19 GOODYEAR
Rear	5.16x16 GOODYEAR

IMPRESSIONS

	Poor	Good	Excellent
Throttle Response			●
Acceleration			●
Power Band			●
Starting		●	
Engine Noise		●	
Muffling			●
Vibration		●	
Handling		●	
Choice of Tires		●	
Suspension		●	
Rider Comfort			●
Transmission		●	
Instrumentation		●	
Lighting			●
Toolkit	DOES NOT APPLY		
Paint and Chrome			●
Styling		●	
Mileage		●	
Braking		●	

SUZUKI
SUZUKI

Introducing the Suzuki Threes. No one's ever put so much performance on the road at one time.

No one.

There's never been an introduction like the Suzuki GT Threes. Not just one road-burning machine but a series.

The GT-750, 550, and 380.

More power, handling, styling and engineering advances than you've seen in one place at one time.

Stunning Performance

One look at these sleek, gleaming three cylinder engines is enough to get your throttle hand moving.

Three carbs. Four pipes.

Four pipes for three cylinders makes the GTs sound like no two-strokes you've ever heard. Four pipes also gives them 20% more low-end torque.

Result? The Suzuki Threes have phenomenal acceleration. And some fantastic ETs and top-end speeds.

The 750 will wind out to 120 mph.

The 550—115mph.

The 380—110mph.

Silent Engineering

Yet, for all their performance, the Threes run almost noise-free. The quietest two-strokes running.

There's only a whoosh as they pass you.

The reason they're quiet on the outside is because they're tight on the inside. They have the closest engine tolerances we've ever made.

Innovative Cooling

The longer an engine keeps its cool, the more efficiently and better it runs.

Which is why the Threes have two unique cooling systems that are totally new in motorcycling:

Water and Ram-Air.

The GT-750 is water-cooled, the GT-550 and GT-380 have the Ram-Air Cooling.

Water cooling works so well the 750 runs 30% cooler than any competitive machine made.

Ram-Air (which works exactly like its name implies) works so well the 550 and 380 run cooler than anything in their classes.

So you can run any of the Suzuki Threes hard all day. And get competition hot just trying to keep up.

Superior Handling

All three Suzuki GTs handle so well you can bend corners you've only wrinkled before.

They've each got big double cam brakes (double panel, too, on 750, 550) that'll match their performance: lots of stopping power without being touchy.

They're loaded with goodies too: 5-way adjustable rear shocks, electric starter (on 750, 550), Suzuki's famous CCI automatic lube, and some of the most beautiful lines and paint jobs around.

The Suzuki GT Three Series.

® SUZUKI

No one's ever put so much performance on the road at one time.

No one.

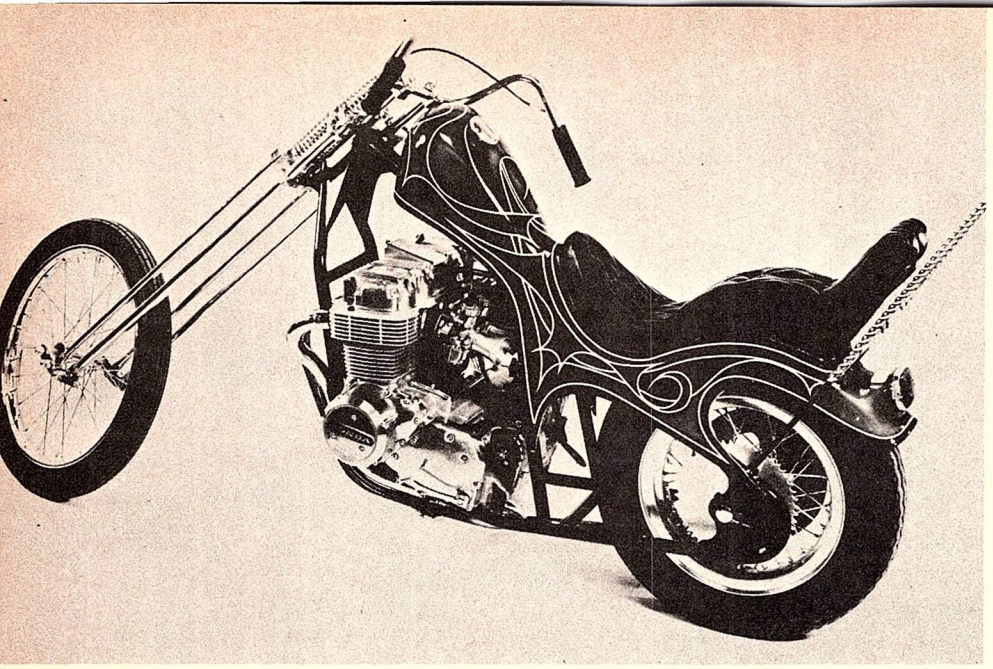
In the U.S. you can find the Suzuki dealer nearest you for free. Dial 800-631-1972.

U.S. Suzuki Motor Corp., 13767 Freeway Dr., Dept. 8011, Santa Fe Springs, CA 90670.

In Canada, Radco Sales Ltd., 1107 Homer St., Vancouver, B.C.

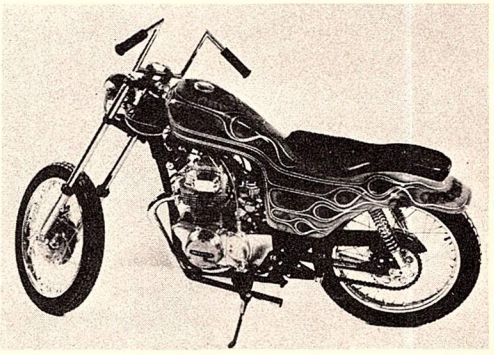
Suzuki: built to take on the country.

Member: Motorcycle Industry Council, Inc.

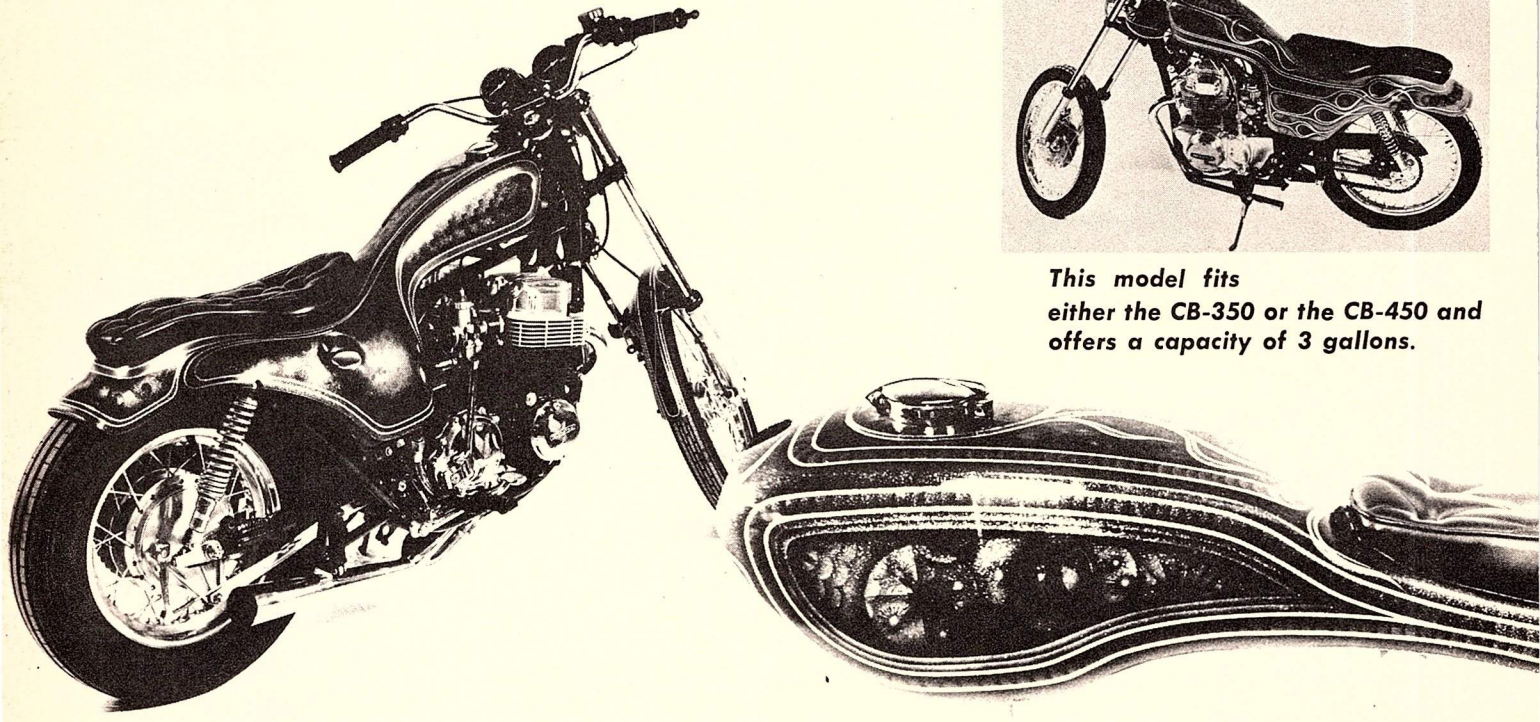


The "Time Machine" body is designed to fit on a rigid frame created by the Fiberglas Works to carry the Honda 750 Four. The one-piece body offers a gas capacity close to 4 gallons with fuel carried in the usual tank and beneath the seat. The body conceals all wiring, the oil tank, and about 50 percent of the frame.

Designed specifically for the Harley-Davidson Sportster, the "Starship" features a 3 gallon gas tank and utilizes stock mounting fixtures. The "Starship" comes complete with custom fitted button tuck cobra-style seat, molded-in taillight, Sportster pet cock fitting, gas cap, and sissy bar (not shown).



This model fits either the CB-350 or the CB-450 and offers a capacity of 3 gallons.



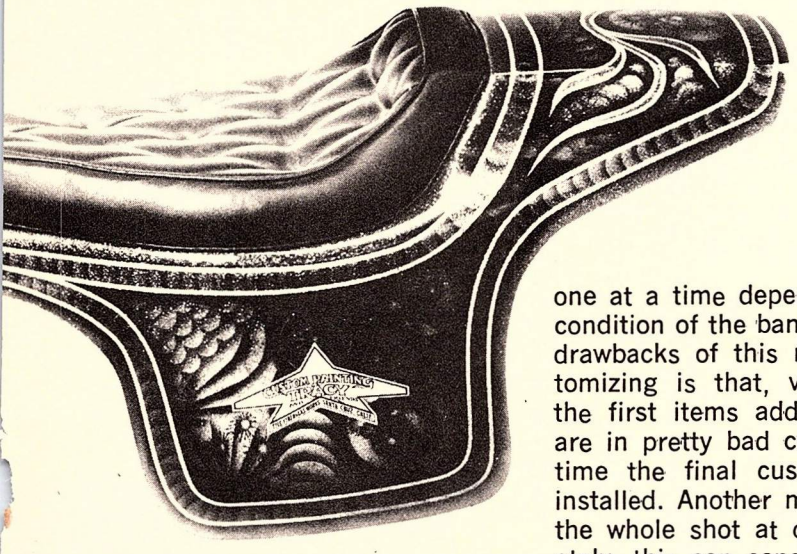
This "Starship" body is designed to slip into place on the stock Honda 750 chassis. As with other units in the "Starship" line this body comes complete with seat, sissy bar (not shown), and a facility for mounting a taillight. Because of the deep fairings on the sides of the body it's no longer necessary to custom paint the stock side panels.

This is the basic form of the "Eliminator," the "Starship," and the "Time Machine" bodies offered by the Fiberglas Works. All bodies in the series are constructed by the time consuming "hand lay-up" method. Because of the care taken in construction these units are fully guaranteed against defects in material and workmanship, and they will be replaced if defective.

This custom body will fit both the BSA and Triumph twins. Universal mountings are used to fit the body to the frame. Included in this package are a cobra seat, chrome sissy bar, two pet cock fittings, and a chrome gas cap. The seat folds up to give access to the battery and the tool kit.

An Easy Route For The Man Who Wants Individualized Styling At A Moderate Price

'glass customs



The rider who wants to go the custom route on his bike has several ways in which he can go. There's the low budget operation, where components are purchased one at a time depending upon the condition of the bankroll. The main drawbacks of this method of customizing is that, very frequently, the first items added to the bike are in pretty bad condition by the time the final custom items are installed. Another method is to do the whole shot at once. Unfortunately, this can consume a tremendous amount of time and money. Choosing this second course entails at least partially dismantling the bike. Once the thing's apart, you've got to get the tank, fenders, and side panels to a custom painter. A lot of components have to be taken to the chrome platers and you'll spend a lot of time traveling from shop to shop purchasing custom items like sissy bars and highway pegs. If things are at all normal you'll find that the waiting list at the chrome platers is as long as your arm, the guy who is going to do the custom painting has about 10 bikes he has to do before he can get to yours, and most of the shops have the particular items you want on back order. Going the custom route can indeed be a hassle.

One of the neatest customizing "shortcuts" that we've seen in a long time is an item offered by the Fiberglas Works of Santa Cruz, California. This unit is a custom "body" which, when dropped on a stock machine, transforms the bike into an almost complete custom motorcycle. Incorporated in the "body" are the gas tank, seat space, rear fender, and side panels. All that's really needed for a complete custom bike, aside from a really sparkling clean machine to start with, is a kick-out front end and, perhaps, a pair of pull-back bars.

The hand lay-up method of construction is used in the building of the Fiberglas Works bodies. This method is the most expensive for the manufacturer because of the cost of materials and the amount of hand labor involved. There are several advantages to this form of construction. First, and foremost, is strength. Most manufacturers will agree that the hand lay-up form of construction yields the strongest unit. This is due to the fact that the individual construction of the unit can actually "build-up" certain areas where strength is required. In addition, a fiberglass component that is made by the hand lay-up method has many overlapping layers of material. This also accounts for the strength of the unit.

The resins used in the construction of fiberglass components can generally be placed in two classifications: Thermosetting and thermoplastic. Thermosetting resins, as used by the Fiberglas Works, are those that undergo a chemical reaction, or cure, with heat. Reheating does not reverse the process.

When considering the purchase

(Text continued on page 44)

SON OF BO

TRIUMPH TIGER 650

Like father, like Tiger. When it comes to power and performance,
Triumph's Tiger 650 is a chip off the old champion.

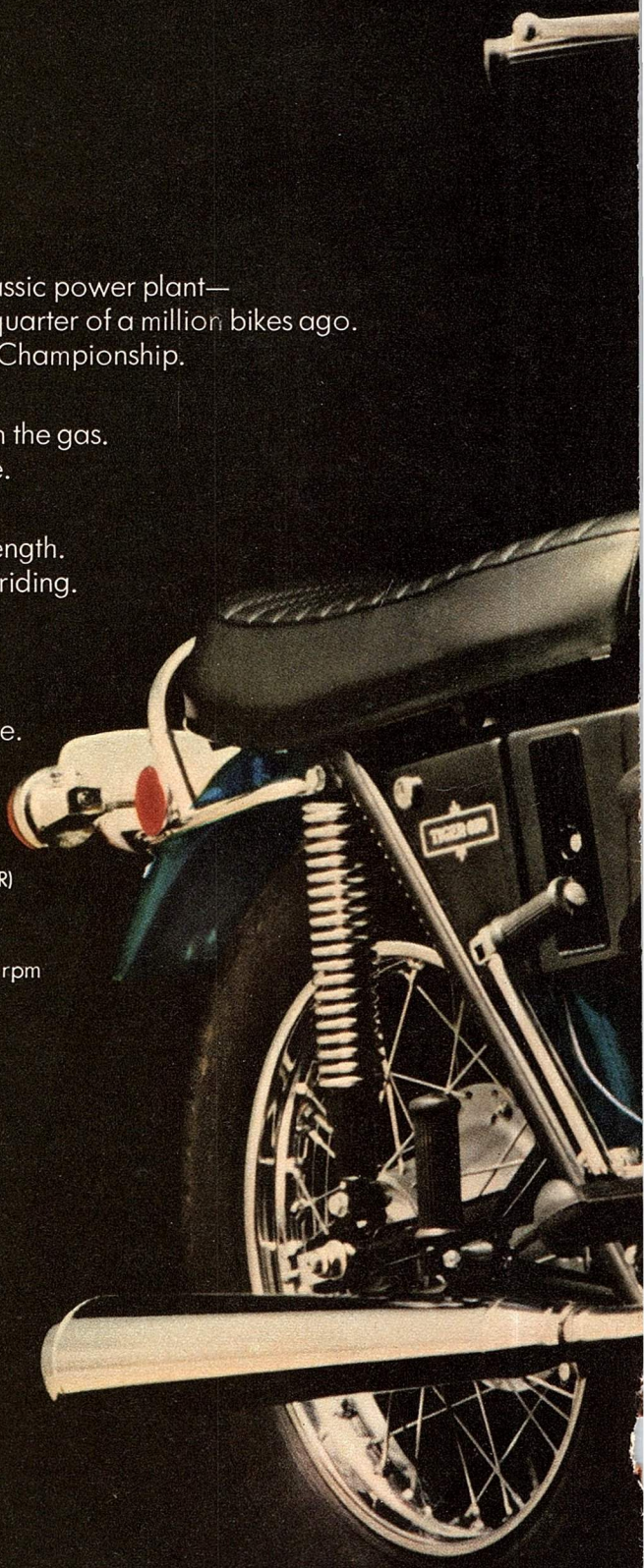
Tiger's 4-stroke OHV twin is a direct descendant of Bonneville's classic power plant—
the same basic engine that began winning races for Triumph some quarter of a million bikes ago.
The same engine that helped power Gene Romero to his '71 AMA Championship.

But Tiger is fed through a single Amal 30mm concentric carburetor.
So although the engine is heavy on horses and torque, it's lighter on the gas.
And its single-carb simplicity assures clean low torque performance.

Tiger is built like "big daddy," too.
With a double down tube frame that's hand-welded for double strength.
Girling rear shocks with high-low adjustment for passenger or solo riding.
Rugged hydraulic forks, double-damped with 6¾" of travel.

Lightness figures big in Tiger's cat-like roadability.
Its lightweight frame, forks and hubs cut lots of unsprung weight.
And the Through-The-Frame Oil System makes an oil tank an antique.

Triumph's Tiger 650. We call it Son of Bonneville,
but it's nobody's kid brother.



TRIUMPH TIGER 650. (TR6R)
ENGINE TYPE OHV—4 stroke
CYLINDERS 2
MAX. TORQUE 36.5 ft. lbs. @ 6250 rpm
BORE/STROKE 71 x 82mm
COMP. RATIO 9:1
TRANSMISSION 4-Speed gearbox
5-Speed gearbox
CARBURETOR Amal 30mm conc.
FRONT TIRE Dunlop 3.25 x 19" K70
REAR TIRE Dunlop 4.00 x 18" K70
FRONT BRAKE 8" DLS
REAR BRAKE 7" SLS
WHEEL BASE 56"
GND. CLEAR. 7"
DRY WEIGHT 386 lbs.
FUEL TANK 2½ & 3½ gals.
OIL 6 pts.

TRIUMPH BONNEVILLE 650. (T120R)
ENGINE TYPE OHV—4 stroke
CYLINDERS 2
MAX. TORQUE 38.5 ft. lbs. @ 6000 rpm
BORE/STROKE 71 x 82mm
COMP. RATIO 9:1
TRANSMISSION 4-Speed gearbox
5-Speed gearbox
CARBURETOR 2-Amal 30mm conc.
FRONT TIRE Dunlop 3.25 x 19" K70
REAR TIRE Dunlop 4.00 x 18" K70
FRONT BRAKE 8" DLS
REAR BRAKE 7" SLS
WHEEL BASE 56"
GND. CLEAR. 7"
DRY WEIGHT 387 lbs.
FUEL TANK 2½ & 3½ gals.
OIL 6 pts.

The Hot One

TRIUMPH®

TRIUMPH MOTORCYCLE CORPORATION A DIVISION OF THE BIRMINGHAM SMALL ARMS COMPANY, INC.
WEST P.O. BOX 275 DUARTE, CALIF. 91010. **EAST** P.O. BOX 6790 BALTIMORE, MD. 21204

ONNEVILLE

MEMBER OF MIC

Specifications subject to change without notice

Printed in U.S.A.

FIBERGLASS CUSTOMS continued

of a fiberglass component it's easy to determine the method used in its construction. Examine the non-gel-coat (un-painted) surface. If you see a distinct weave pattern in the laminated material the part was made by the hand lay-up process. If, instead of a pattern, you see many small fibers running in many directions, the part was machine "spray-up" made.

Because the Fiberglas Works specializes in custom motorcycle accessories, and because they are aware of the vibration and general abuse a part will undergo on a motorcycle, they use the extremely strong hand lay-up form of construction.

The painted finishes on the Fiberglas Works bodies are also of an extremely high quality. Most paint, when exposed to sun and fuel, will develop problems. The Fiberglas Works has developed an epoxy, acrylic urethane fixture in transparent toners and clears. Epoxies alone are gas resistant but turn yellow with extended exposure to the sunlight. Pure urethane and acrylics generally suffer from poor adhesion and a tendency to fuel stain. The mixture used on the custom bodies is not an air cure it is a chemical cure and bond, it will not yellow, it is extremely clear, and it is as fuel resistant as a paint can be.

The "stock" finishes on the custom bodies are obviously very attractive and pretty far-out. However, the company offers a custom painting service which guarantees that no two paint jobs are alike. The customer can order scales, lace, flags, panels, cob-webs, graphics, scrolls, psychadelic, explosions, ribbons, scallops, or any combination of these, and never see a duplicate anywhere. These custom painted tanks carry the same life time guarantee that all Fiberglas Works products carry against structural defects. If the body leaks for any reason, other than collision, they will immediately replace both the body and the paint job at no charge.

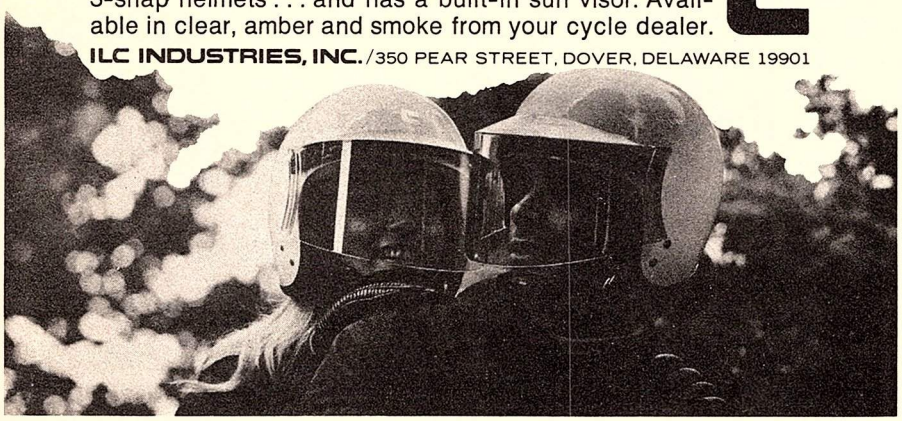
So much for the technical jazz. The Fiberglas Works custom bodies range in price from just over $170 up to just under $200. The bodies are delivered with a cobra-style seat with button tuck, sissy bars, and, in many cases, a facility for mounting a taillight. The only additional charges are $15 for metal-flake in the paint and $20 for a button tuck King and Queen or High Hump seat. On many of the bodies the seat folds up to give access to the battery and tool compartments. Universal mounts are used to secure the bodies in position and all of the units come complete with gas petcocks.

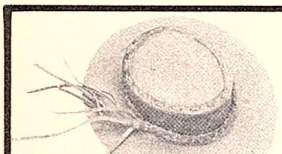
As we said, you can drop one of the custom bodies onto a really clean stock machine and you're about 80% of the way home in your customizing chores. If you've been thinking about going to the custom route these bodies from the Fiberglas Works are well worth your consideration. And, of course, the guarantee that covers these units is very impressive. They are fully guranteed against defects in material and workmanship, and will be replaced immediately if found defective. ●

Vari-shield™
the new look in face protection

The ILC VARI-SHIELD, an entirely new concept in design and face protection, is made of strong, distortion-free polycarbonate, 3/32" thick . . . helps eliminate fogging problems . . . slides up or down to any position and stays there . . . fits standard 3-snap helmets . . . and has a built-in sun visor. Available in clear, amber and smoke from your cycle dealer.

ILC INDUSTRIES, INC./350 PEAR STREET, DOVER, DELAWARE 19901



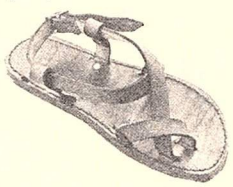


"HOMBRE LIBRE" **$9.95** NATURAL LEATHER COLOR S, M, L, XL

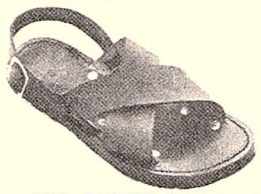
"EL BASTISTO" $8.95 NATURAL LEATHER COLOR S, M, L, XL

"EL RINCON" $7.95 NATURAL LEATHER COLOR S, M, L, XL

"VIVA ZAPATA" **$9.95** NATURAL LEATHER COLOR S, M, L, XL



"EL VAQUERO" $8.95 LEATHER SOLE



"EL GATO" $8.95 LEATHER SOLE

"EL CAMPO" $8.95 LEATHER SOLE

Handcrafted in Mexico by our "Latin Village" artisans. Send check or money order with size and style. Add $1 for postage and handling. Send 25¢ for catalog. Dealer inquiries invited.

LATIN VILLAGE
P.O. Box 3428, Dept. MC6
Santa Barbara, California 93105

MORE ON BASIC TIMING

THE MICRO-TIME IS AN ACCURATE YET INEXPENSIVE TOOL FOR OBTAINING SPOT-ON IGNITION TIMING

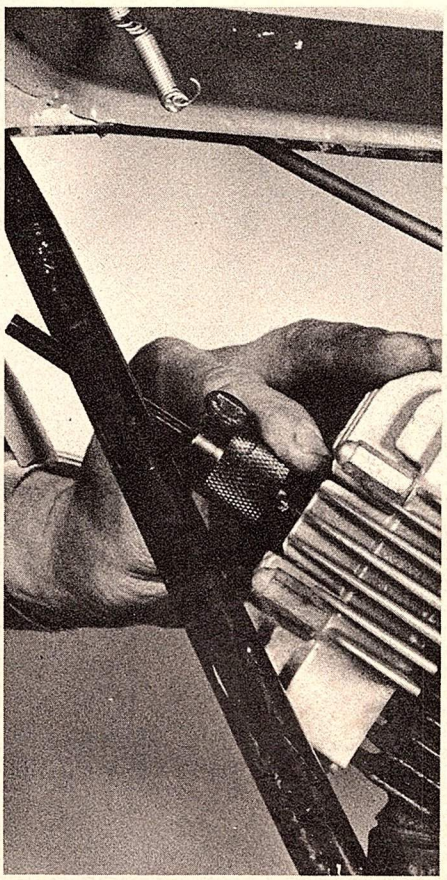
In the February issue of **Modern Cycle** Magazine we ran a brief article on "Basic Timing." That article pointed out that one of the most important aspects of timing an engine is determining the exact location of Top Dead Center in the cycle of the crankshaft. That article also pointed out that it is extremely important to be able to determine the exact point before TDC at which the timing must be set. Several instruments which will determine this information are available. Until recently, the most popular were dial indicators. These items are extremely accurate and, frequently, quite expensive. Just recently there has appeared on the market a device which is every bit as accurate as the dial indicators and sells for close to half the price. The unit is called the Micro-Time and can be used to adjust ignition timing on all two- and four-cycle engines.

The Micro-Time Kit includes the piston positioning micrometer, a snap-on continuity device, and adapters for 10, 12, 14, and 18 millimeter spark plug holes. The instruction book which accompanies the Micro-Time Kit is almost worth the cost of the entire package. In addition to instructions concerning the use of the Micro-Time, the booklet contains timing specifications on literally hundreds of motorcycles.

One of the really appealing features of the Micro-Time is its rugged construction. Unlike extremely delicate dial indicators, the Micro-Time can be tossed into the tool box with little likelihood that it will be damaged. While the Micro-Time is inexpensive it is not a shoddy piece of equipment. It makes it possible for the home mechanic to make simple, fast, accurate timing adjustments.

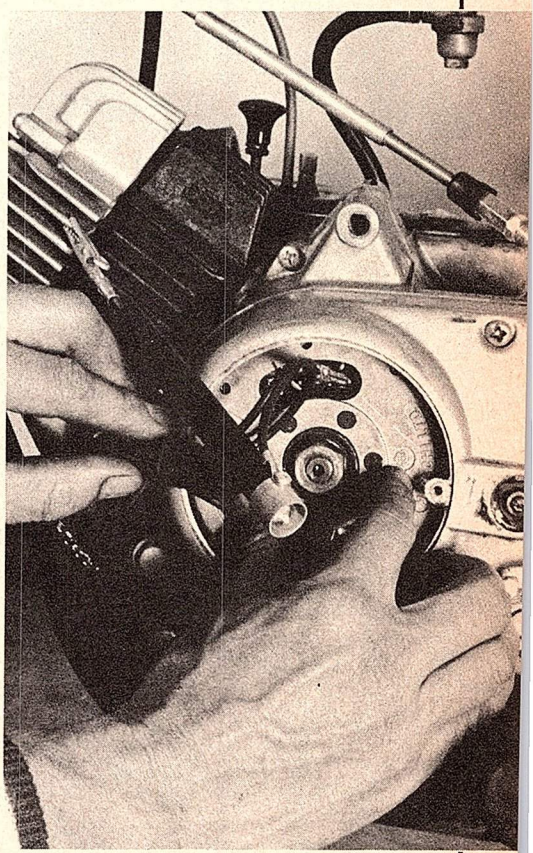
The Micro-Time used in the accompanying photographs was furnished by Diamond Manufacturing, 735 East 12th Street, Los Angeles, California 90021. ●

The Micro-Time Kit includes the piston positioning micrometer (center), a snap-on continuity light (left), and adapters for four different size spark plug holes. The instruction booklet contains timing specifications on literally hundreds of motorcycles.



The first step, after removing and grounding the spark plug lead, is to determine the size of the spark plug hole and to install the proper adapter on the micrometer. Make sure the area around the hole is clean so that no grit falls into the combustion chamber when the spark plug is installed.

Install the Micro-Time unit in the spark plug hole and screw down finger tight. Loosen the set screws and depress the Micro-Time shaft.

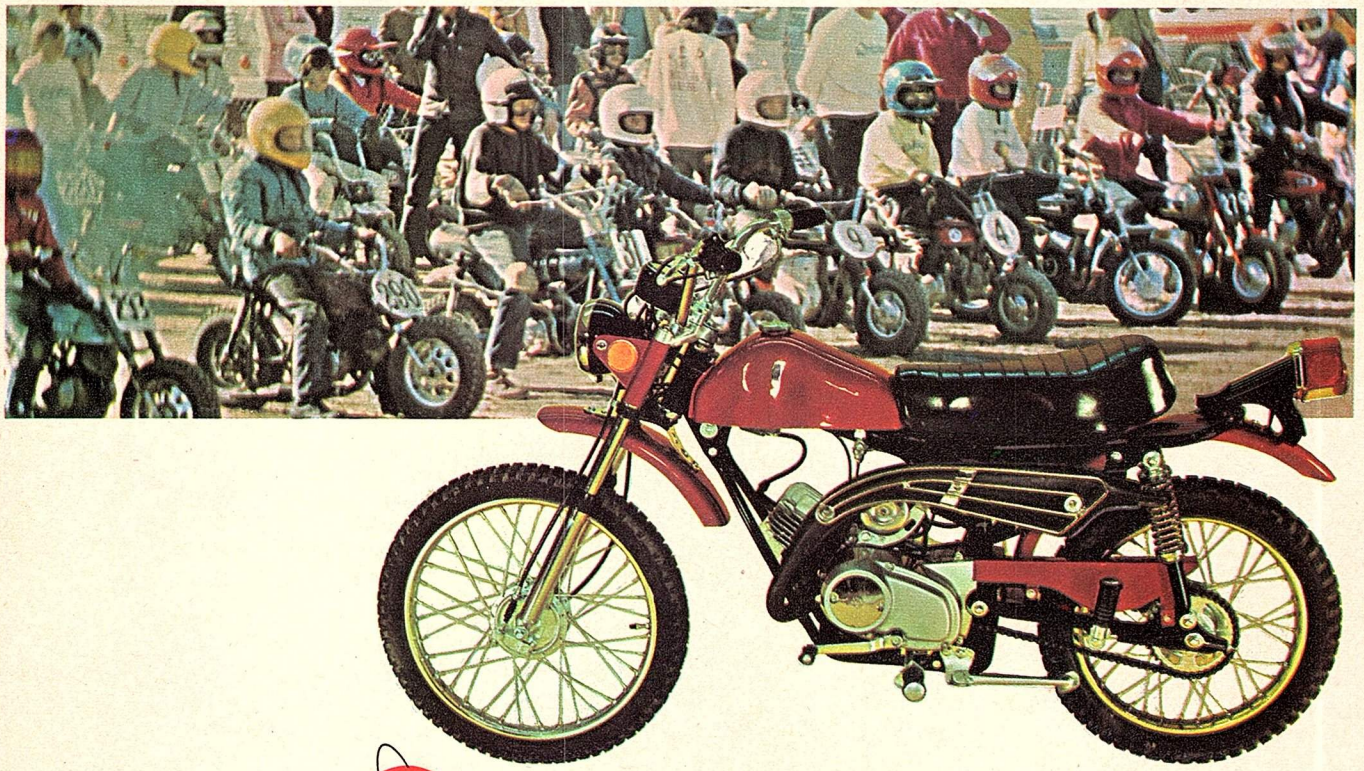


Rotate the engine in its normal direction of rotation so that the piston drives the shaft up to Top Dead Center. Tighten the set screw and rotate the barrel of the Micro-Time so that the tip of the shaft travels to the specified distance below Top Dead Center.

The continuity tester is used to indicate the precise moment at which the points begin to open. If the timing is properly adjusted a light will dim, or go out, just as the points open.

ST

has a nice sound...



today Gemini knows it well

The checkered flag is the name of the game... and a new name is getting it more and more... and that name is GEMINI. In a few short years the Gemini family of mini cycles has come up fast... with its 50cc and 80cc models loaded with power tied on to rugged frame construction that won't stop... and brakes that will, gives these machines speed and power that won't quit. Today Gemini takes nobody's dust in the mini cycle field... NOBODY'S.

Gemini

15514 S. Figueroa, Gardena, Ca 90247

THE SAN TONG CO. INC. U.S. AND CANADIAN IMPORTERS
OF THE GEMINI MINI CYCLES AND MOTORCYCLES

DEALER INQUIRIES INVITED

MORE CC's THAN ANY OTHER STREET SCRAMBLER SINGLE.

BSA GOLD STAR 500SS.

Tour it. Trail it. Or wheelie down the beach with it.
The BSA Gold Star 500 is one big thumper that's right at home wherever you go.
Gold Star's time-tested 4-stroke single pulls like a tractor. Makes roadwork a piece of cake.
And when you charge off into the underbrush, those 500 cc's keep you in control with loads of low-end torque.
The frame has guts, too. A single down tube cradle type that's hand-welded for better rigidity.
New 8″ front and 7″ rear brakes.
And Gold Star runs lean.
Its simple single is teamed with lightweight alloy forks and conical hubs that chop unsprung weight.
Plus the BSA Oil-in-the-Frame System that makes an oil tank excess baggage.
Scramble aboard a Gold Star 500 SS.
They don't come any bigger. Or any more dependable.

BSA GOLD STAR 500 SS. (B50SS)
ENGINE TYPE: OHV 4-stroke
CYLINDERS: 1
MAX. TORQUE: 28 ft. lbs. @ 5000 rpm
BORE/STROKE: 84 x 90 mm
COMP. RATIO: 10:1
TRANSMISSION: 4-speed gearbox
CARBURETOR: Amal 30mm concentric
FRONT TIRE: Dunlop 3.25 x 18″ K70
REAR TIRE: Dunlop 3.50 x 18″ K70
FRONT BRAKE: 8″ DLS
REAR BRAKE: 7″ SLS
WHEEL BASE: 54″
GROUND CLEAR.: 7″
DRY WEIGHT: 310 lbs.
FUEL TANK: 2½ gals.
OIL: 4¾ pts.

RIDE THE WINNER BSA

BSA MOTORCYCLE CORPORATION A DIVISION OF THE BIRMINGHAM SMALL ARMS COMPANY, INC.
WEST P.O. BOX 337, DUARTE, CALIF. 91010 **EAST** P.O. BOX 6790, BALTIMORE, MD. 21204
Specifications subject to change without notice
Member MIC
Printed in U.S.A.

DAYTONA SPEED WEEK

Down here they like to say, "Daytona Beach, Florida, the world's most famous beach." (What about Waikiki or Normandy?) For some reason this beach possesses qualities not found on other continents. It has a very long straight section of sand that packs down to nearly the hardness of concrete for a distance of several miles. An added benefit of being at sea level makes it ideal for getting the most horsepower from a normally aspirated internal combustion engine. You can see why so many have come to this place since shortly after the turn of the century to dash up and down the packed sand during low tide in an effort to set land speed records.

The last absolute record set there was a two-way average of 330 miles per hour by Sir Malcolm Campbell in his Rolls Royce powered Bluebird. (The British constructed car now lives in a museum near its place of accomplishments.) That was in 1935.

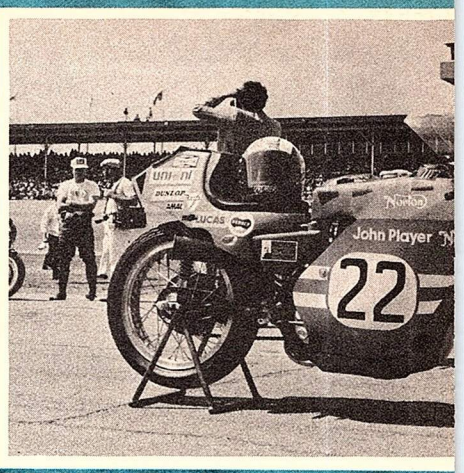
Two years later motorcycles began racing on a large oval which used the famed beach as one straightaway and a black top strip down the other. Ed Kretz won the first 200-mile National Championship race on an Indian in 1937. Another Indian motorcycle won in 1939, and the last time that make did it was in 1948 when Floyd Emde rode a 45-cubic-inch Scout on the beach course. In 1972 a young Don Emde did what his dad had done, won the Daytona 200 miler a first father-son accomplishment.

Daytona is more than just a 200-mile Championship road race, it's a city. A city that lives off motor racing and the fans that follow it. Stock cars, Pro cars, sport cars, and motorcycles come to a racing plant not far from the outdated beach. This town is geared to tourists with nothing else to offer than a gentle sloping beach and monotonous one-foot breakers that are continually breaking in sets of four, and a fantastic high speed racing oval.

Because people follow races and other people like to stick their toes in warm ocean water, Daytona is a city of motels and hotels. They boast of having more policemen per resident than any other city in the U.S. There must be a reason for this.

The 200-mile road race climaxes a whole week of motorcycle racing and general merriment. During the week between practicing and qualifying Sportsman road races are held at the raceway. Three evenings are filled with short track racing at the near-by dirt track and the town features two week-long motorcycle trade shows.

No vacancy signs are everywhere. The town becomes infested with motorcycle people and their expensive two-wheeled toys. Beginning with a week before the big race the town starts to fill. (Car people had just left a week before.) First came the racers who must go through registration on Sunday. Professionals were arriving in their loaded late model vans, partially sponsored to

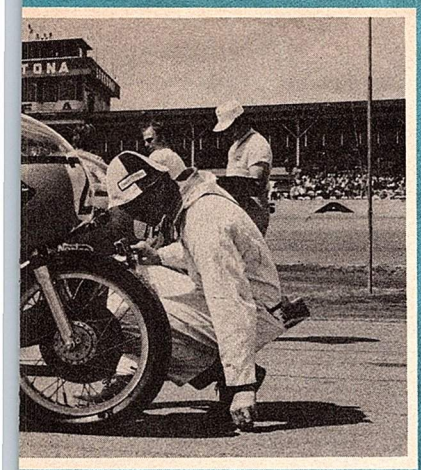


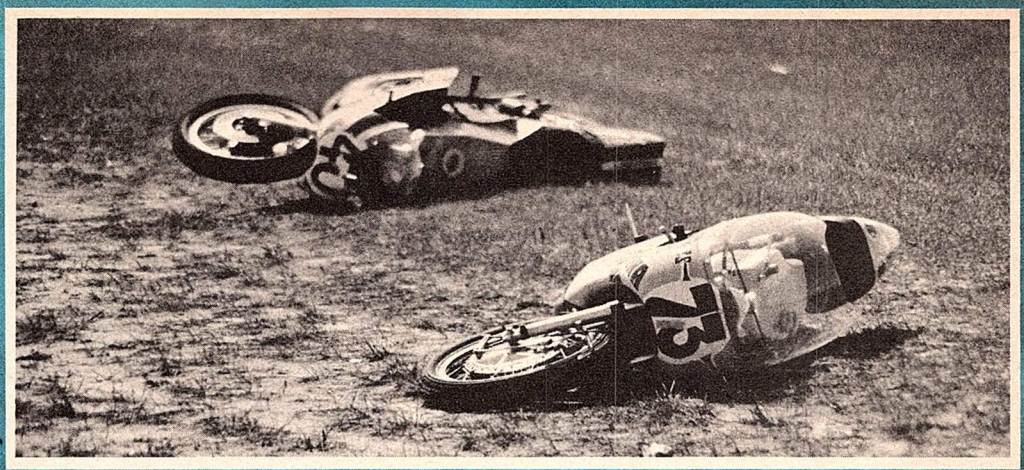
Phil Read's works Norton, first 4-stroke to finish.

THE FAST GUYS FLEW ...AND BLEW

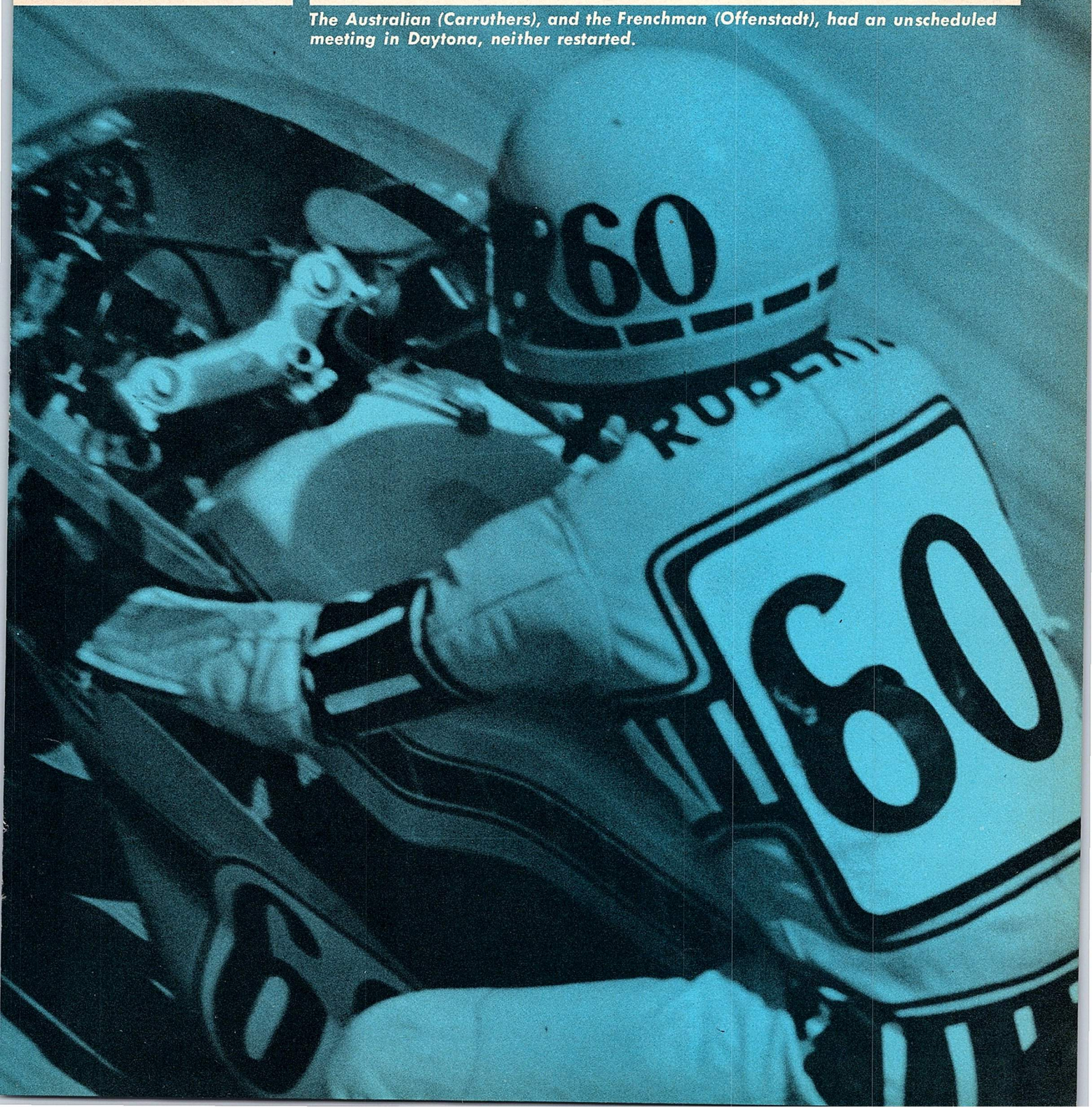
Helmeted Geoff Perry with the 500 Suzuki that nearly won the race.

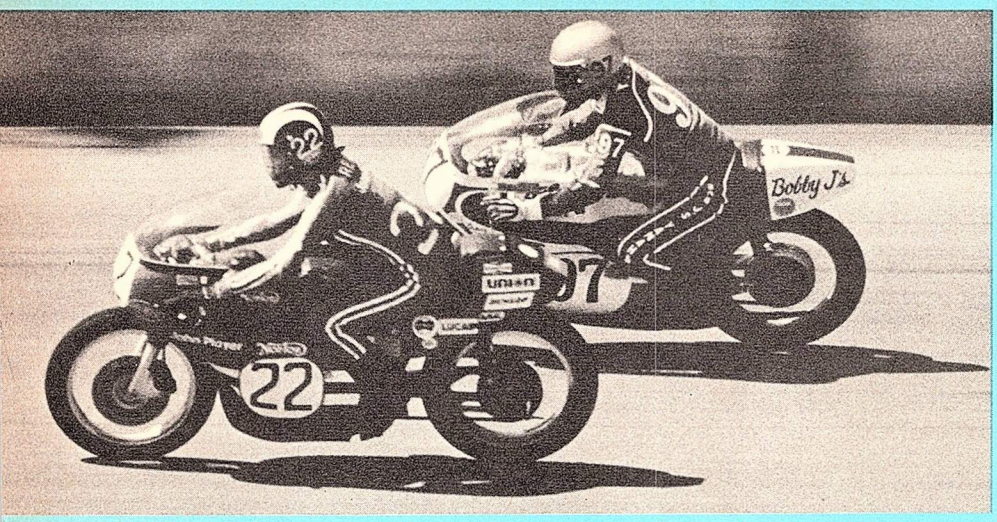
Kenny Roberts going super fast on one of the many bumblebee Yamahas.





The Australian (Carruthers), and the Frenchman (Offenstadt), had an unscheduled meeting in Daytona, neither restarted.





Phil Read (22), and Ron Pierce (97), getting on the binders into turn 1.

varying degrees and relying on their ability to race motorcycles (and some luck), to cover their expenses.

In ever doubling numbers the world's biggest unsanctioned gypsy tour begins its migration into Daytona. They gather between daylight morning through the night until daylight the following morning, continuously. They park 'em on both sides of Main Street, handlebar to handlebars, rear tires against the curb.

Sitting on their bikes impressing only themselves, the riders have all kinds of bikes for all kinds of uses and each motor reflects the personality of its owner. Main Street has about four intersections with a cop at each corner. Two patrol cars drive up and down Main Steet and all the local teeny-boppers pick up on the outsiders. It's an unreal scene.

But the surprise of all is that most of these bikes are either trailered or trucked into Daytona. Only a few are ridden, but they still line up on Main Street and pretend.

Racers are for real. High budget factory racing efforts are for real, and Daytona is no exception.

It didn't take long for the new water-cooled 750 Suzuki's to make an impression. They were lapping the 3.81-mile course faster than any motorcycle had done in the past. The green Kawasaki's were also hauling but everybody was muttering about the Suzuki's.

Saturday, March 11th

Little interest falls to the 250 qualifying races and the Saturday Amateur/Expert races. Perhaps the reason for this is that Yamaha has dominated these 250 races for so long only the name of the winner changes. In fact, Yamaha has been so successful at winning the 250cc races (and two 2nd places in the 200 miler with 350cc twins), that they've reduced their support almost entirely. Still, they won the 250 100-mile race blanketing the first 32 spots with only one Kawasaki placing 33rd. It was all Yamaha again until a 350cc single-cylinder Kawasaki Mark 8 placed 45th covering 8 of the required 27 laps.

Yamaha's dominance didn't lessen the excitement of Saturday's race. David Smith and Kenny Roberts had one wing-ding of a duel changing the lead no less than 46 times. (The lap money cash register only rings for the guy leading at the start/finish line.) It was very obvious Smith had the horsepower and all Roberts could do was out-skill the young Lakewood, California, rider in the turns.

Time after time Kenny would come out of a turn ahead of Smith's white Yamaha and have the missile go by him on the high banked wall 200 yards from the flagman. It got downright discouraging for Roberts and there were times Smith waved Kenny around into the lead as they would begin their 280 degree ride around the banked wall. No need to draft, Smith just had 5 miles per hour more and would be first to the flag everytime passing Roberts' yellow Yum-Yum at will.

Arkansas traveler Bobby Winters came to Florida looking for a ride and finished a smooth 3rd on an independently entered Yamaha. Of course, Smith won it, Roberts was 2nd by a second, and

Fastest qualifier and pole position holder for the 200 miler, Art Baumann.

Winters captured 3rd a mile and a half behind. Daytona prize money amounted to $2,400 for 1st, $1,475 for 2nd, and $950 for 3rd. Looks like Bobby can now pay for his new baby that's on the way.

Sunday, March 12th

The entire week had been pleasant with great fluffy white clouds filling a clear blue sky, an afternoon breeze would come up, racing weather was near perfect. Bob Bailey's Ontario claim for John Cooper's winning BSA and the fact that he almost got it still laid heavily on many people's minds. Imagine, a 180-mile-per-hour Suzuki for only $3,500.00! And don't think this didn't have Suzuki worried either. Many plans had been laid well in advance by the "big buck" factories to safeguard from such a deceptive ploy.

Shortly before the event Michael Jackson and Dennis Poore of Norton-Villiers were ashen-faced because it was rumored that their two pannier tanked 750's were going to be claimed. The cover is to get friendly riders to also lay a claim on the same machine then the outcome is decided by a drawing. With enough friendly riders jumping into the same hat the odds can become awfully good for your side. The gig of this whole idea is to come up with $3,500.00 cash money Sunday morning. Those who planned ahead had covered themselves, Jackson didn't figure the Norton's would attract that much attention, but they did.

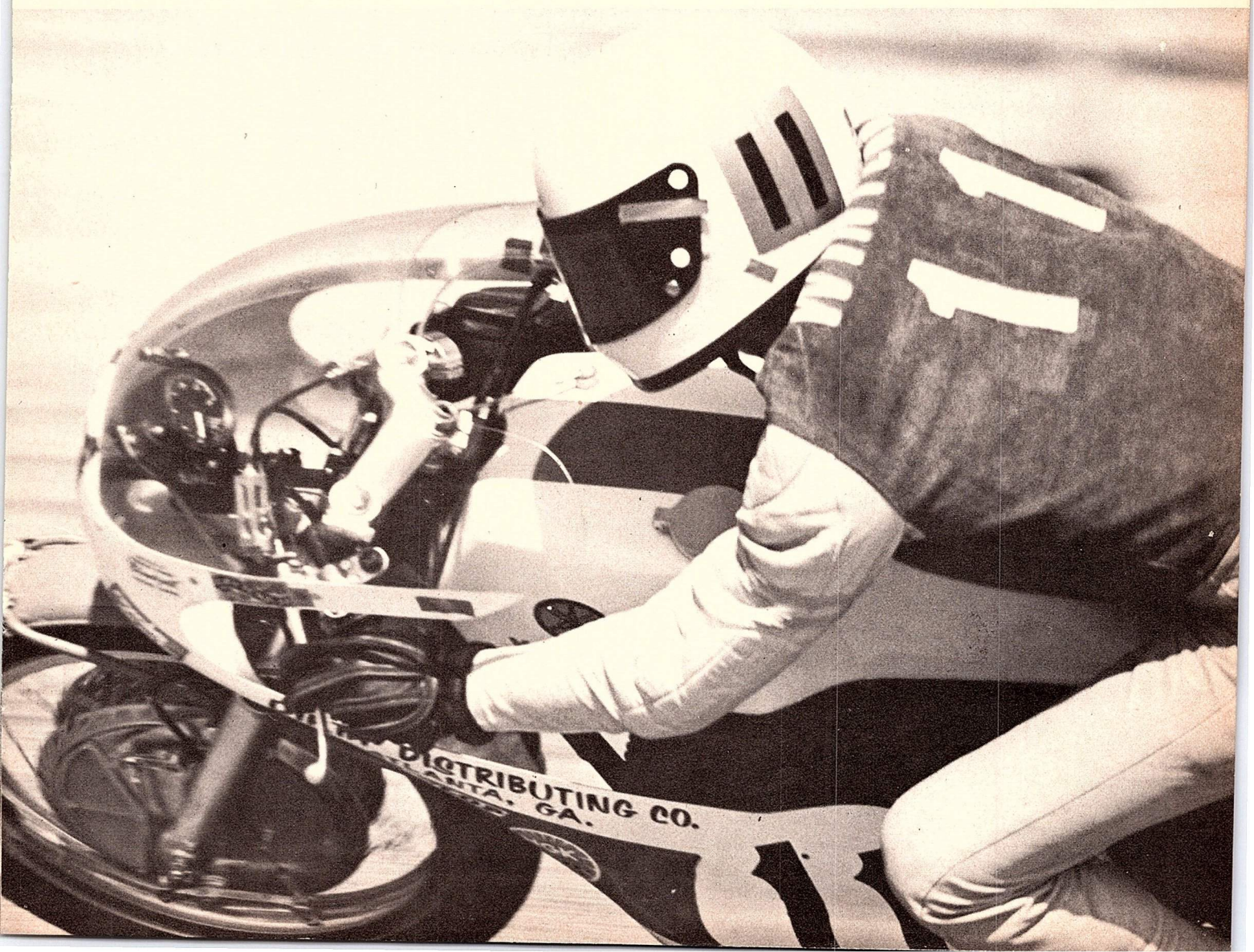
Qualifying had gone smoothly for the 200-miler beginning on Thursday with the five fastest times making up the front row. Riders qualifying on the second day could bump slower riders who tried Thursday except those fastest five.

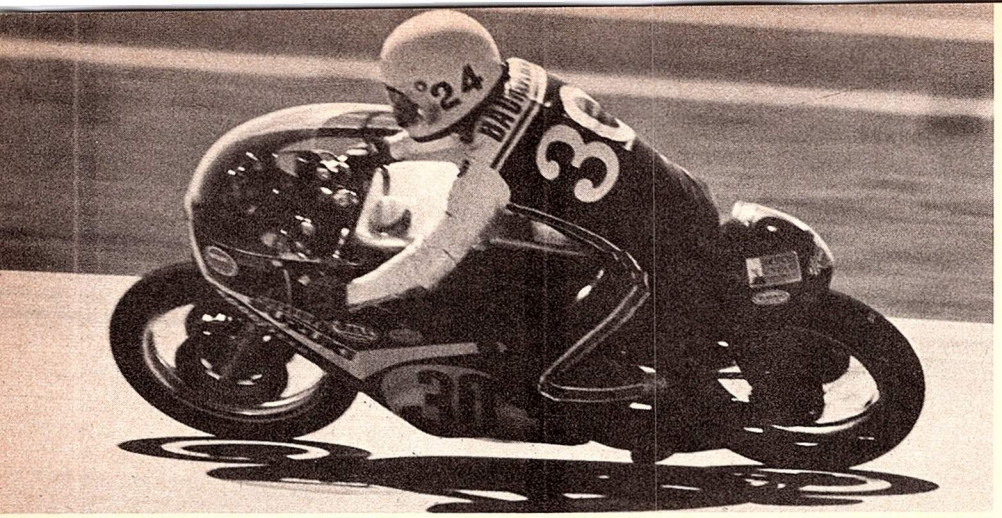
Art Baumann on a 750 Suzuki turned a fantastic 110.363 mph flying start lap to put him on the pole. Jody Nicholas, with a twin machine to Baumann's, sped to a 108.658 mph and qualified 2nd. Then a young lad from New Zealand, Geoff Perry took last year's 500 Suzuki and ran 107.517 mph to put the first air-cooled machine on the front row. Gary Fisher from Parksburg, Pennsylvania qualified the first 4-stroke, a Honda 750. Wild Canadian Yvon DuHamel placed his 750 three-cylinder Kawasaki on the inside of the second row. Englishman Paul Smart (last year's fastest qualifier), was a half mile an hour slower than Yvon on a similar Kawasaki.

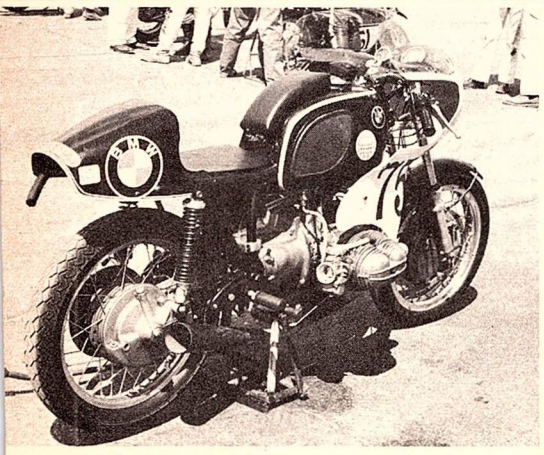
Ron Grant placed the third water-cooled 750 Suzuki in 11th position with a time of 104.232. The quickest 350 Yamaha belonged to Kenny Roberts who posted a 106.103 giving away 400cc's but good enough for the outside of the front row. Don Emde was 21st fastest with a 102 and Phil Read and Peter Williams were 22nd and 23rd with .144 miles per hour separating the two works Nortons.

There's a section of the high banked track where top speeds are electronically measured, called the Key Hole. On Friday morning, during a practice spin, Baumann was caught at over 171 miles per hour. Suzuki was confident for the first time since they began racing Daytona, Norton came to develop their machinery, Kawasaki had two chargers in DuHamel and Gary Nixon and a track record of DNFs. Hondas and Yamahas were independents backed by enthusiastic dealers and not much hope of defeating the high budget Suzuki and Kawasaki teams.

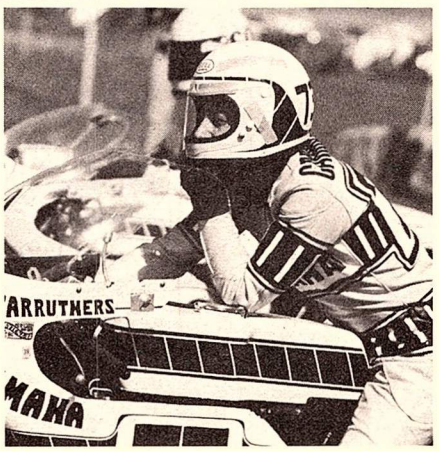
Arkansas traveler Bobby Winters on his way to 3rd place in the 100- miler.







The lone BMW entry of privateer Don Twigg.



Obvious pre-race tension is mirrored here by Carruthers.

Long time backer of the Daytona classic, Harley-Davidson, couldn't make the show for the first time. Their highly touted alloy-engined racers were competitive enough but they didn't have the required 200 like machines assembled to meet the rules of the game. Rather than pull a few strings so they could race, racing manager Dick O'Brien decided to pass until next year.

BSA/Triumph who have Number One this year and won the race last year had two works bikes on the starting grid. Gene Romero at 99.499 mph, and Dick Mann who turned 99.104 mph, a whole 10 mph off the pace so they didn't figure to win.

The big subject on race day was how would tires hold up under these terrific speeds the heavy Suzuki's were capable of. Tire temperatures were reaching the 300° F mark during practice and Goodyear had made up a new batch for the Suzuki's just before race day. Temperatures on the new rubber were getting down around 260° F, but there wasn't any time to test them extensively.

The Big Race was on!

DuHamel, Baumann and Nicholas charged immediately streaking away from 4th. After the roar and smoke cleared from the starting grid Geoff Perry and Peter Williams were seen pushing their bikes in an effort to get going. Williams was off first with Perry entering the track as the pack was gearing down off the high speed bank for the first infield turn. (The first lap is a full tour of the oval with the rest going into the infield curves.) Geoff slipped onto the oval course just feet ahead of the pack a full lap behind the leaders.

On turn 1 of lap two Kel Carruthers tangled with Frenchman Eric Offenstadt and his monocoque Kawasaki putting them both into the grass and out of the race. Last year's winner Dick Mann suffered rocks in his carburetor and had to push his factory BSA back into the pits losing several laps in the process and also losing his bid for an unprecedented third consecutive Daytona 200 win. (Anyone care to discuss the merits of air filters?)

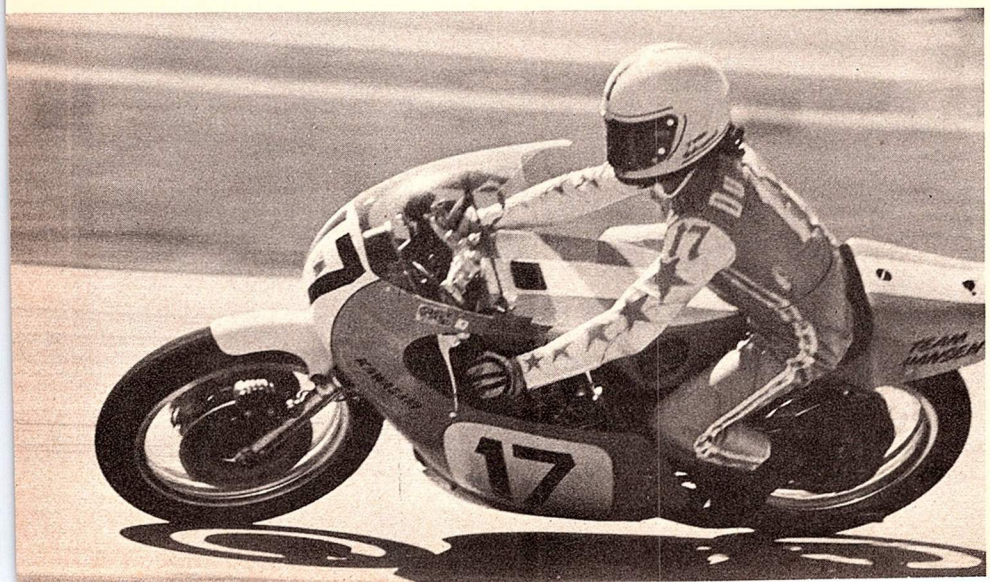
Canadian charger Yvon DuHamel, on the Kawasaki and pole sitter Art Baumann, with his 750cc water pumper, were swapping the lead while Jody sat back on his 750 Suzuki a few lengths and watched with interest. Then Yvon went wide into turn 1 on lap fourteen trying to find other than neutral in the gearbox. This move let the two Suzuki's under him and the Canadian wasn't to make another complete lap. Baumann who had the lead for the first nine laps relinquishing it to Yvon on 10 through 14 got it again, but his bike just plain stopped on the back stretch before he could complete the next lap. This left a surprised Jody Nicholas leading the screaming hord of motorcycles.

Jody had been in for fuel and during this time interested Goodyear tire technicians checked his tread depth and tire temperature. They figured he could go the distance.

Jody led it in cool fashion using only 75% of his power, conserving the big triple and pulling away. The pace was taking its toll, now they were falling, one by one. Norton factory ace Peter Williams from England lost a couple of his Quaife five speeds and parked it. Gary Nixon found the same set of neutrals that plagued DuHamel and was also out on lap eighteen. Kenny Roberts who did so well in the 100 miler came into the pits with of all things, a flat front tire. Carruthers and the other pit boys got into a frenzy exchanging front wheels from one Yamaha to another. It took too long.

Ron Grant, who was just close enough to Jody to win, unexpectedly pulled into the Suzuki pits with a fried clutch. The ever present Goodyear people checked Grant's tire wear and temperature and again predicted all's well for Jody. Gene Romero, the runner-up AMA Champion last year, suffered a flat rear tire on his Triumph triple leaving only Dick Mann to carry the team's colors.

Part time leader DuHamel on the works 750cc Kawasaki.



Jody led for more laps than anyone else, 13. His was the last of the feared 750cc Suzuki's to drop out. These bikes weigh 409 pounds full of fuel, they hit nearly 170 mph on the race track, and have to accelerate out of three hairpin turns each lap using low and slipping the clutch a little. At the end of the straight, when they back 'em down for the first hairpin, on lap twenty-seven Jody felt his Suzuki acting squirrelly. "Kinda like my old Goldstar did at that place back in '68 when the rear tire went flat, only I was going 40 mph slower on the BSA." Jody fought it through the next few turns and slipped up on the high banked wall as the cord began showing down the center of his rear tire. Then the innertube went and he parked it, too far from the pits, too late in the race.

Gary Fisher who started on the front row on his Honda Four lost his engine and parked it on lap twenty-eight. All the factory efforts were falling apart, the attrition rate was getting to the point where some were wondering if there actually would be a finisher.

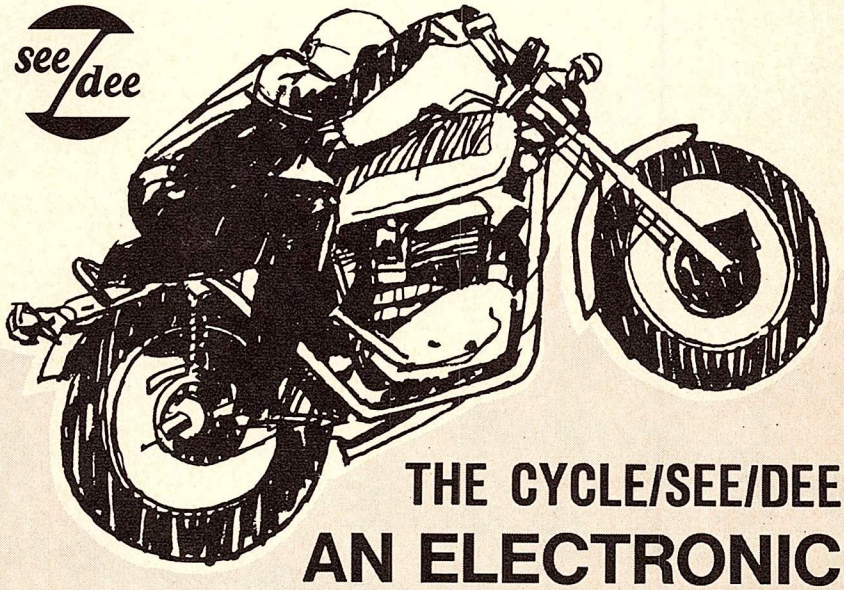
Fisher didn't even get around to the start/finish line and see his pit crew flash the big Number One, he had actually led it for a lap. The 100-miler winner David Smith on a 350cc Yamaha inherited the lead on lap twenty-nine and lost it on lap thirty. World Lightweight Champion Phil Read came storming by on one of the slick pannier tanked Nortons and led laps 30, 31, 32, 33 . . . he was seen moto-crossing in the infield grass at the end of the straight when his Quaife gearbox goofed.

Ray Hempstead is a private-private entry who hadn't won anything since they transferred him to racing with the big boys. Ray had the lead for 7 laps from number thirty-four to forty. He was riding super smooth, tucked into his easy handling 350cc Yamaha, and looked like the winner. A stinger fell off one expansion chamber and all of a sudden Ray was down a few miles an hour. The Suzuki 500 whistled by.

Remember Geoff Perry from Aukland, New Zealand, who started a lap behind because his mechanics forgot to pull the carburetor plugs from his machines and it wouldn't run that way? Well, young Geoff skillfully worked his way through the entire field and picked off an ailing Fisher. Geoff was smiling, he had the only bike left that had qualified on the front row and it was pulling like gangbusters. 21st qualifier Don Emde picked off Hempstead and was far behind. The average speed for the leader (Geoff), at the 50th lap was 103.555 mph. Perry saw the start/finish line one more time because out in the outback somewhere his rear chain parted. So the yellow and black Yamaha of Don Emde was first to cover 200 miles of excitement, mystery, and surprises that makes Daytona road racing great. Over 41,000 people saw this race that made two firsts in Daytona history. A first son to follow in his father's footsteps to the Daytona winner's circle, and the first time a two-stroke won the 200 miler.

In fact, 9 of the first 13 machines were 350cc Yamahas. The only 4-stroke in the first five was Phil Read on a Norton whose engine design has been unchanged for nearly 30 years. Private entry "steady" Eddie Mulder proved his namesake and put his three-cylinder Triumph into 6th place, that's good enough for 1,200-dollars! Emde picked up $13,200 plus lap money and contingencies which will total to a new record for AMA prize money for winning Daytona.

So here you have the big race. As much as I like Yamaha, I only hope the big one doesn't become a repeat of the 100 miler. Emde's time was not a track record. Mann's time last year would have won it. But it was a 350cc two-stroke twin that won the 1972 Daytona 200. Where oh where were Honda and Harley-Davidson? ●



THE CYCLE/SEE/DEE
AN ELECTRONIC IGNITION SYSTEM DESIGNED SPECIFICALLY FOR MOTORCYCLES.

Install a CYCLE/SEE/DEE on your cycle today in thirty minutes and get improved performance. Provides positive ignition at all speeds under any condition and produces fire power at the plug to match the ignition requirements of the engine. Keeps engine in tune and operating at peak efficiency. You will feel the difference right from the start. Three year warranty.

ONLY 24.95

Sold by Better Cycle Dealers Everywhere
WRITE FOR FREE LITERATURE

JUDSON RESEARCH AND MFG. CO.
CONSHOHOCKEN PA.19428

KAWASAKI

COMPETITION ACCESSORIES

If you own a Kawasaki then you should get to know Bill Wirges Creative Enterprise. Creative Enterprise has a full line of competition and off-road accessories for all models of Kawasaki. Creative Enterprise has a full line of expansion chambers for all applications—Moto-cross, Flat Track and Drag.

Would you believe 9.82 more horsepower at rear wheel at 8,000 rpm with H-1 500cc drag pipes!!

Don't settle for anything but the best. Bill Wirges Creative Enterprise manufactures exclusively for Kawasaki motorcycles.

Write or call for new 1971 catalog available for $1.00. . . . refundable on first order.

Midwest—Bill Wirges Creative Enterprise
Box 204
RR2
Princeton, Illinois 61356

West Coast—Wirges Distributing Company
P.O. Box 12228
Las Vegas, Nevada
89112

THE european RACING GAME

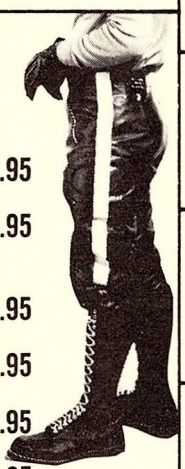
continued

for Husqvarna, CZ, Montesa, Bultaco, Sprite, AJS, Greeves, Cotton, Maico, etc. Due to modern production methods and volume output these tanks should cost less than the replaced fiberglass originals. And talking such reminds us that the British rider will, by the year end, be compelled to wear crash helmets when on public roads on his cycle. There is no getting out from this law unless one has a private estate. This follows the recently introduced compulsory passenger insurance for all motorcycles and powered two wheelers—although such as the 50cc mopeds and trials machines are not provided with passenger seats, and it would be an offense to carry a passenger on such. Insurance has to be paid, and naturally the insurance companies are making a real

(Please turn page)

BN SUPPLY
SPEED SPECIALISTS

MOTO-CROSS LEATHERS $69.95

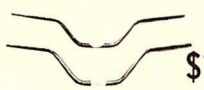


MX BOOTS GRADE AA	$49.95
MX BOOTS GRADE A	$34.95
MX BOOTS LACE & BUCKLE COMBINATION	$49.95
MX GLOVES GRADE AA	$9.95
MX SOX GRADE AA	$3.95
MX SOX GRADE A	$2.95

U.S. SIZES

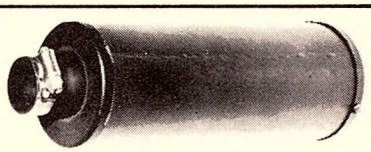
FORK BRACES
$ 6.95
8.95
15.95

HANDLE BARS "CHROMOLY"

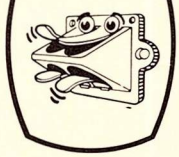


$12.95
#185 DESERT BEND #186 MX BEND

SILENCERS $11.95
40% LESS NOISE
NO LOSS OF H.P.

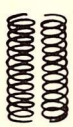


SPEED-REED SPECIALISTS

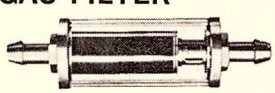


ALL TYPES OF PORT WORK

HODAKA GEAR CHANGE SPRINGS
$2.95 PAIR
RACING TYPE



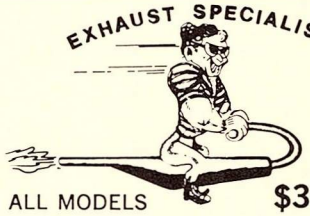
VIEW ALL GAS FILTER $4.25



SHOP TOOLS

KW COLT BORES 1⅜ to 2⅜	$ 995.95
KW FW BORES 2.2 to 4⅛	1895.00
KW STAND FOR FW BAR	330.40
BN 20 TON PRESS	239.95

EXHAUST SPECIALISTS



ALL MODELS $39.95

YOKOHAMA TIRES & TUBES
GIRLING SHOCKS
TIE DOWNS
SPOOL HUBS & WHEELS
FILTRONS
PLUG CARRIERS
ROTARY VALVES
POLLY-OXIDE
AUTOLITE & NGK PLUGS
AMAL CARBS.
DOHERTY GRIPS
AIR CLEANERS
BLENDZALL
GOGGLES
PAULSON SHIELDS
PUMPER CARBS
CHOPPER EQUIPMENT

BN SUPPLY
SPEED SPECIALISTS

SEND FOR OUR CATALOG $1.00

DISTRIBUTORS
7500 EL CAJON BLVD.
LA MESA, CALIF. 92041
714/465-8327

MODERN CYCLE READER SURVEY

In an effort to keep pace with the ever changing sport of motorcycling, and with the requirements of our readers in mind, MODERN CYCLE Magazine asks your help. The survey which appears on these pages is intended to let us know what you, the readers, require in the way of a comprehensive motorcycle publication.

This survey form has been designed to provide us with valuable information which will aid us in producing a magazine that will change with the times and keep you supplied with the type of articles you find most interesting.

We have no desire to infringe on your privacy, nor do we wish to compile a mailing list. Thus, we do not ask for your name, or your mailing address. We would, however, appreciate it if you would fill out the lines letting us know the city and state in which you reside. Thank you!

FIRST CLASS
PERMIT NO. 356
CANOGA PARK
CALIFORNIA

BUSINESS REPLY MAIL
No Postage Stamp Necessary If Mailed In The United States

— **Postage Will be Paid by Addressee** —

Modern Cycle Publishing Co.
7950 Deering Avenue
Canoga Park, Calif. 91304

CLIP HERE

CITY _____ STATE _____

AGE Under 15 15-20 20-25 25-30 30-35 35-40 Over40

SEX Male__ Female _____

MARRIED Yes__ No____

NUMBER OF CHILDREN _____

EDUCATION: CHECK HIGHEST LEVEL ATTAINED

_____ Grade School ____ High School ____ Junior College ____ College

ARE YOU PRESENTLY ATTENDING SCHOOL? _____ Yes _____ No

OCCUPATION _____

INCOME:

Under $5000	$10,000-$12,500	$17,500—$20,000
$5000—$7500	$12,500-$15,000	$20,000—$22,500
$7500—$10,000	$15,000-$17,500	$22,500—$25,000

DO YOU OWN YOUR OWN HOME? _____ Yes _____ No

HOW LONG HAVE YOU BEEN READING MODERN CYCLE?

Less than 1 year_____
1 to 2 years _____
2 to 4 years _____
Over 4 years _____

HOW OFTEN DO YOU READ MODERN CYCLE?

Monthly (I subscribe) _____
Monthly (from a newsstand) _____
Monthly (from a bike shop) _____
Frequently (newsstand) _____
Frequently (bike shop) _____
Frequently (from a friend) _____
Seldom _____

HOW MANY PEOPLE BESIDES YOURSELF READ YOUR COPY OF MODERN CYCLE? None ___ 1 ___ 2 to 3 ___ 4 to 5 ___ More than 5

READER SURVEY

CHECK THE FEATURES THAT MOST INTEREST YOU

FEATURE	GREAT INTEREST	MODERATE INTEREST	SLIGHT INTEREST
ROAD TESTS			
COMPETITION			
TECHNICALS			
CUSTOM BIKES			
HOW-TO-DO-IT			
TOURING REPORTS			
ANTIQUE BIKES			
HISTORY			
OTHER			

CHECK THE DEPARTMENTS THAT MOST INTEREST YOU:

DEPARTMENT	GREAT INTEREST	MODERATE INTEREST	SLIGHT INTEREST
PUBLISHER'S COLUMN			
EUROPEAN SCENE			
UP ON THE PEGS			
POWDER PUFF POWER			
NUTS & BOLTS			
LETTERS			
NEW PRODUCTS			

WHICH SINGLE FEATURE (Road Tests, Customs, Technicals, etc.) **WOULD YOU LIKE TO SEE RECEIVE MORE SPACE IN MODERN CYCLE?**

_____

WHICH SINGLE DEPARTMENT (Nuts & Bolts, European Scene, New Products, etc.) **WOULD YOU LIKE TO SEE RECEIVE MORE SPACE IN MODERN CYCLE?** _____

DO YOU SAVE YOUR BACK ISSUES OF MODERN CYCLE? ☐ Yes ☐ No

WHICH OTHER BOOKS DO YOU READ?

DOES COLOR HELP? ☐ Yes ☐ No

DO YOU PLAN TO BUY A MOTORCYCLE IN THE NEXT 12 MONTHS? ☐ Yes ☐ No

IF YES, CHECK MAKE AND ENGINE SIZE:

BMW	Kawasaki
BSA	Maico
Bridgestone	Montesa
Bultaco	Moto Guzzi
DKW	Norton
Ducati	Ossa
Greeves	Penton
Harley-Davidson	Suzuki
Hodaka	Triumph
Honda	Yamaha
Husqvarna	Yankee
Jawa/CZ	Zundapp

ENGINE SIZE:

50-100cc	400-500cc	800-1000cc
100-200cc	500-600cc	Over 1000cc
200-300cc	600-700cc	
300-400cc	700-800cc	

WHAT MAKE OF MOTORCYCLE DO YOU NOW OWN?

BMW	Kawasaki	None
BSA	Maico	
Bridgestone	Montesa	
Bultaco	Moto Guzzi	
DKW	Norton	
Ducati	Ossa	
Greeves	Penton	
Harley-Davidson	Suzuki	
Hodaka	Triumph	
Honda	Yamaha	
Husqvarna	Yankee	
Jawa/CZ	Zundapp	

ENGINE SIZE:

50-100cc	400-500cc	800-1000cc
100-200cc	500-600cc	Over 1000cc
200-300cc	600-700cc	
300-400cc	700-800cc	

HOW MANY MILES DID YOU RIDE YOUR MOTORCYCLE DURING THE PAST YEAR?

Under 500	2500-5000
500-1000	5000-7500
1000-1500	7500-10,000
1500-2000	10,000-15,000
2000-2500	Over 15,000

DO YOU USE YOUR MOTORCYCLE FOR:

Transportation	Off Road
Street	Enduros
Touring	Moto Cross
On-Off Road	Other

WHICH, IF ANY, OF THESE ACCESSORIES DO YOU PLAN TO BUY IN THE NEXT 12 MONTHS?

Helmet	Chain
Boots	Windshield or Fairing
Saddle Bags	New Saddle
Gloves	New Tank
Leathers	New Handlebars
Face Shield/Goggles	New Fenders
Sprocket	Tools

IF YOU HAVE PURCHASED ANY OF THE FOLLOWING ITEMS IN THE PAST 12 MONTHS PLEASE CHECK THE BRAND YOU SELECTED:

OIL

Amalie	Shell	Harley-Davidson
Bardahl	Suzuki	Havoline
Castrol	Torco	Kendall
D-A	Valvoline	Mobil
Esso	Wolf's Head	Oilzum
Quaker State	Full Bore	Pennzoil
		Other

BATTERY

Beck	Furukawa	Sears
Hap Jones	Lucas	Yuasa
Harley-Davidson	Rocky	Other

TIRES

Avon	Dunlop	Pirelli
Barum	Goodyear	Riken
Carlisle	Metzler	Yokohama
Continental	Nitto	Other

SPARK PLUGS

AC	Bosch	KLG
Autolite	Champion	NGK
Harley-Davidson	Other	

HOW MUCH MONEY (ESTIMATE) DID YOU SPEND ON MOTORCYCLE ACCESSORIES LAST YEAR? _____

HOW MUCH MONEY DO YOU PLAN TO SPEND ON MOTORCYCLE ACCESSORIES IN THE NEXT 12 MONTHS? _____

WHERE DID YOU PURCHASE YOUR MOTORCYCLE ACCESSORIES?

Motorcycle Shop _____ Speed Shop _____ Mail Order _____

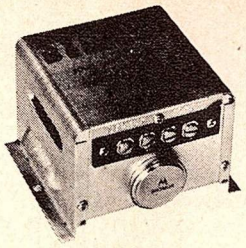
HOW MUCH OF THE ROUTINE MAINTENANCE ON YOUR MOTORCYCLE DO YOU DO YOURSELF? (PERCENTAGE WISE)

10 20 30 40 50 60 70 80 90 100

killing. In effect: A government license to print their own money. To add to the pain, a beginner who must carry "L" (Learner) plates on his bike is not allowed by law to carry another body, but still has to fork out his hard earned wages.

John Cooper, who won the big 1971 Ontario road race on the BSA Rocket 3, received a very tempting offer from Norton-Villiers, but decided to stay with BSA. Within weeks BSA announced that it was disbanding its works racing set-up and that Cooper would be given a "3" to ride on a supported basis. Naturally Cooper was annoyed, to put it mildly, and voiced his opinion that such costly race machinery required a works mechanic to maintain it in top race trim, and thus in a position to win again. As though a storm had broken over their heads, the BSA management soon relented at the dread thought of losing Cooper to the opposition (Norton) and full support and a works mechanic will be provided—all of which indicates that BSA management has still to do its

(Please turn page)



SYDMUR COMPAC 'M'

YOU READ ABOUT IT IN THE MAY 1968 ISSUE OF "CYCLE" MAGAZINE! FROM THE WORLD'S LARGEST MANUFACTURER OF "CD" IGNITION SYSTEMS, COMES THE NEW RUGGEDIZED COMPAC FOR "BIKES"

- **REDUCES HEAD TEMPERATURE**
- **INSTANT STARTING in all types of weather.**
- **ELIMINATES plug fouling and point pitting.**
- **Can be DRY CELL operated.**
- **Less than 1 amp per hour battery drain for "total loss" system.**
- **TREMENDOUS increase in horsepower.**
- **FANTASTIC SAVINGS on fuel and repairs.**
- **Uses Stock Coil and Points.**
- **RUGGEDIZED for use on MOTORCYCLES, SNOWMOBILES & GO-KARTS.**
- **Extremely fast rise time.**
- **UNCONDITIONALLY GUARANTEED to out perform your present system.**

ORDER YOURS TODAY!

All systems and Kits are available for 6 or 12 volts, negative ground only.

COMPAC *(automobile use only)*	35.50 ppd.
COMPAC-M	36.50 ppd.
COMPAC KIT or COMPAC KIT-M	25.70 ppd.
MATCHED PAIR OF COMPACS *(dual coils & points)*	69.95 ppd.

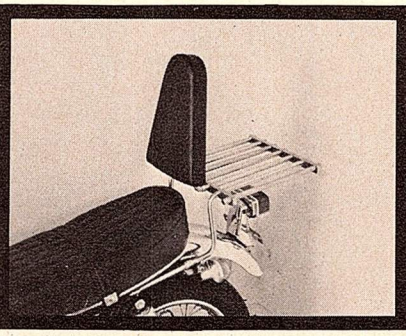
New York State Residents add Sales Tax

Literature available

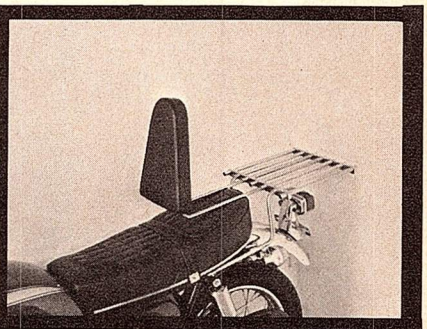
SYDMUR, 1268 E. 12th Street, MC, Brooklyn, N.Y. 11230

ATTENTION HONDA OWNERS

THE "LUGGAGE-RACK" is available in two sizes:
Standard – ONLY $27.95
Wide – ONLY $29.95

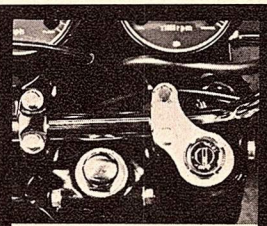


THE "BACK-REST" is a nice option for you or your passenger. Formed of solid steel for strength and triple-chromed for weather-proof beauty. The backrest pad is super durable foam covered with custom black naugahyde for the ultimate in long lasting comfort and looks. ONLY $14.95

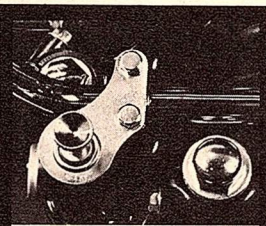


THE "LUGGAGE-RACK" is a completely new concept in luggage racks. It is a precisioned-machined, heavy duty, triple chromed, steel accessory with no unsightly welds to break. It utilizes only the rear shock and fender frame mounts for installation and, because it employs solid steel mounting bars rather than tubing, it actually strengthens the motorcycle frame between those two points. No more cracked or dented fenders or broken frames. This rack was designed for Honda Motorcycles and does not interfere with any of the design principles which Honda built into its motorcycles. (Rubber mounted fenders and tail light assemblies, specifically.) THE "BACK-REST", as illustrated above, is a desirable option for the "Luggage-Rack". When riding two-up it will give your passenger comfort and support. When riding solo, it can be adjusted to give you the same comfort and support, while increasing the load capacity of the rack. The "Luggage-Rack" is a durable and stylish accessory that will make your motorcycle a more practical, beautiful, and comfortable place to be.

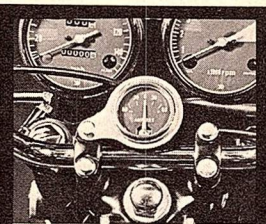
THE "TURN-BUZZER" is a weather proof device that emits a low level, high frequency sound when your directional signals are flashing. No more cars turning in front of you because you didn't know you were signaling. Installs in minutes. Fits most motorcycles with directional signals. ONLY $7.95. With volume control ONLY $9.95



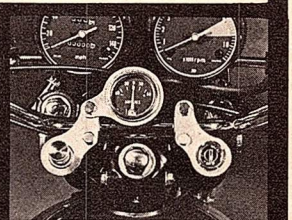
THE "SWITCH-A-SWITCH" is a simple conversion kit for changing the location of your ignition switch from under the tank to the handlebars. No more burned fingers, stooping or searching. It's right there in front of you. ONLY $1.95



THE "CIGARETTE LIGHTER" is a chrome unit which attaches to the handlebars and puts a light to your cigarette within easy reach. ONLY $4.95



THE "GAUGE-MOUNT" is a chrome device that allows you to mount any standard two-inch gauge to your handlebars. Supplement your stock instruments with the gauge of your choice. ONLY $1.95



"USE YOUR IMAGINATION" to build a panel of accessories from GTMA to make your bike a safer and more comfortable place to live.

Available Now At Your Local Motorcycle Dealer,

OR SPECIFY YEAR, MAKE AND MODEL OF YOUR BIKE AND MAIL CHECK OR MONEY ORDER TO MC6
GTMA • P.O. BOX 2126 • WINNETKA, CALIF. 91306. ALL POSTAGE PAID. NO C.O.D.'S. CALIFORNIA RESIDENTS ADD 5% SALES TAX.

GTMA
GT MOTORCYCLE ACCESSORIES

NEW Cycle Sound
HELMET SPEAKER
Enjoy your radio while riding!

Mounts on Your Helmet

Mounts on all helmets with removable chin straps. On helmets with permanent straps, mount by drilling out rivets.

At your dealer $5.95 or order direct

A.S.I.
BOX 117, WOODBURY HEIGHTS, NEW JERSEY 08097

homework. U.S. rider support by BSA/Triumph will be restricted to Dick Mann and Gene Romero.

For many years the CZ factory has had the company of a lone Jawa moto cross in ever-changing experimental guises. The first 400 cross machine came from the CZ associated factory and many variations of frame design were used, but none of this experimenting seemed to have transferred to the world-wide selling CZ. No more moto cross machines from the CZ factory which will concentrate its competition activities to its Jawa speedway Eso and ISDT bikes. So the 420cc Jawa used by Jiri Stodulka in 1971 motos may be the last of the line.

NEXT MONTH

TESTING THE OSSA TRIALS BIKE

MINT 400 REPORT

Cycle Sentry CYCLE ALARM

Sounds a Loud Warning if Theft is Attempted!

Cannot be turned off without a key!

$24.95

Universal tag mount, installs in seconds! No wiring!

At your dealer or order direct for $24.95

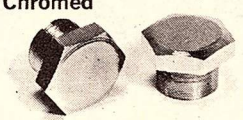
A.S.I.
BOX 117, WOODBURY HEIGHTS, NEW JERSEY 08097

Save Time
Save Money
ORDER DIRECT from the MANUFACTURER
All parts in stock for immediate delivery and guaranteed against defective workmanship.

Outside Spring Holders
chromed with two set screws
$5.95

Super Clips
Valve stem $1.00
Master link key chain $1.50

Fork Cap Nuts Chromed
BSA — Triumph — Sportster Harley 74 $5.00 pr.



Two Piece Tweek Bar
$10.95
Polished Aluminum
Easy Installation

Inside Spring Dampening Kits
$17.50
Convert outside springs to inside springs
Kit contains — 2 inside springs—2 dampening rod towers—2 spring spacers.

Lower Fork Bushings
$6.50 pr.
Triumph — BSA — Yamaha
Kawasaki — Suzuki

Chromed Extended Kickstand
4130 chrome moly.
All bikes except Harley $12.95
Harley 74— $14.95

Extended one piece legs
triple chrome plated — centerless ground to save seals

Triumph	$24.95	Honda	$34.95	Yamaha	$34.95
Harley	29.95	90, 160, 175cc		80, 100, 125, 175, 180,	
Sportster	29.95	CB305, 350 450 tube size 1-5/16″		250, 350, 305, 650	
Sprint	29.95	CL305, 350, 450 tube size 1-3/8″		Spacers	
B.S.A.	29.95	750, 500cc.		SPACERS	
		SL350 w/cap nuts	$39.95	Inside spring spacers	$2.00 pr.
Norton 1⅜″	$34.95	Kawasaki	$34.95	Sportster dampening rods	5.00 pr.
Norton Matchless 1¼″	34.95	90, 125, 175, 250 A7 1¼″			
Royal Enfield	34.95	250, 350, 500			
Ceriani	34.95	650 w/cap nuts	$39.95		
Hodaka (all models)	34.95	Suzuki	$34.95		
		90, 125, 175, 250, 350, 500			

When ordering specify inside or outside springs. Also tube size when applicable.

Highway Bars, single, double & 750 $12.95
Risers, ⅞″, 1″ $12.95

SEND $1.00 FOR FORK TUBE INSTALLATION MANUAL

Expert Cycle
Manufacturer & Distributor
P. O. Box 1461, 18554 Parthenia St.
Reseda, Calif. 91335 (213) 886-5349
Send for Free Catalog.

125cc DALESMAN ENDURO

In case you haven't noticed, motorcycling has turned into a gigantic multi-faceted field. Available are two-wheel powered contraptions for people from 5 years to 70; unlicensed, little wheeled mini-machines for scooting around vacant lots to huge highway cruisers bedecked with saddlebags suitable for storing a month's supply of life's necessities. In between are countless machines each designed to do a specific job whether it be a short hop to the corner store for a six-pac or some wild racer capable of burning up the county fairgrounds for the enjoyment of paying spectators. Somewhere in the middle of all this are off-road fun riders. Those are the guys who ride scrambles, cross country races, enduros, trials, or just go out into the wilderness to get away from the teeming, overcrowded metropolises. And there are scores of different machines that fit into this category.

Our subject machine in this instance is one that falls into a very specialized group, that of enduro riding. Enduros are kind of like an automobile sporty car rally, not a speed contest but rather a thinker's ride where holding an average speed over a given distance is the requirement for winning.

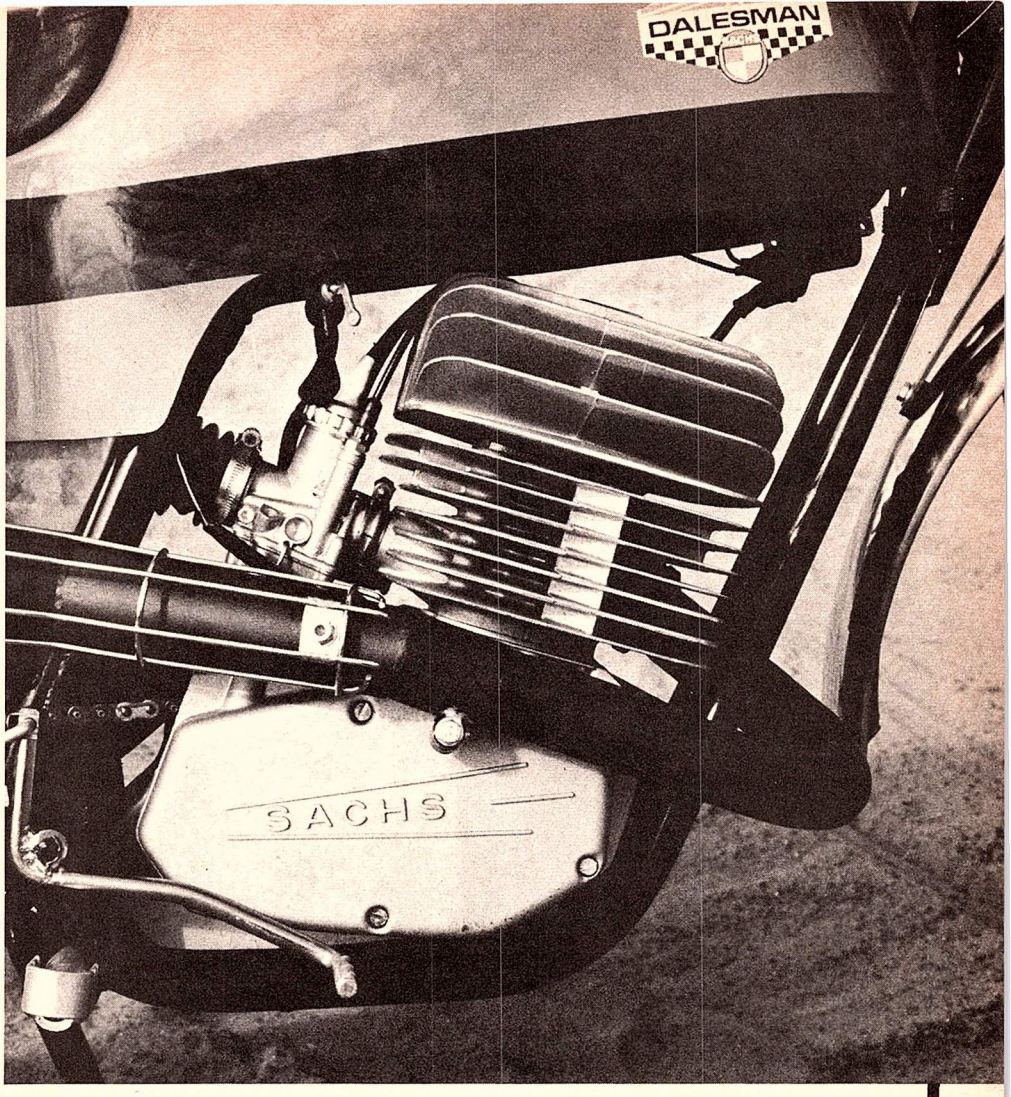
Although enduros are a genuine Yankee innovation that have been held in the form of competition since the 20's, they are currently being dominated by foreign manufactured machines. The popularity of these contests have grown tremendously in proportion to the sale of off-road or enduro bikes in this country. There was a time when 100 entries in a given enduro was considered a whole bunch. Now the clubs are forced to have a cut-off at 500 or 750 starters. In some areas getting an entry accepted takes more planning, skill, and luck than riding the event itself.

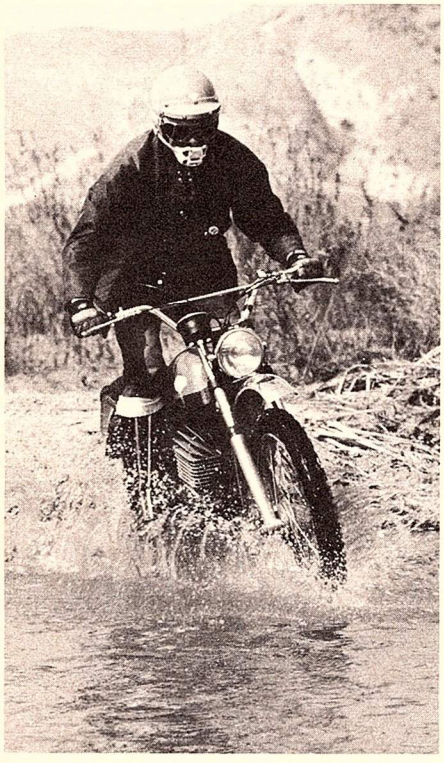
The Dalesman Enduro is one of those motorcycles built for riding rough and sloppy-wet enduros. Dalesman is an assembly plant in England owned by Jeckel Industries

out of New York. It's a unique arrangement in that Dalesman can take advantage of the many fine components available in England and come up with a product well-suited for its intended use. Currently they are making three special interest machines: Trials MK 3, Moto-Cross, and the Enduro. The Trials and Moto-Cross models use Puch engines while the Enduro is fitted with a five-speed Sachs. All three frames are CO2 welded Reynolds #531 tubes of a duplex design, with Timkin tapered roller bearings fitted in the steering head.

Ron Jeckel, owner of the firm that carries his name, is a long-time eastern enduro rider. Quite naturally the Dalesman Enduro is specifically designed for this type of riding with close attention paid to Ron's suggestions.

The 26mm Bing centerfloat carburetor is fitted with a richening device for immediate starting when the engine is cold. Just squeeze the lever with your left index finger, lay into the kickstarter, and the Sachs engine spins into life. This richening device is not necessary when the engine is warm, and it always starts with the first effort.





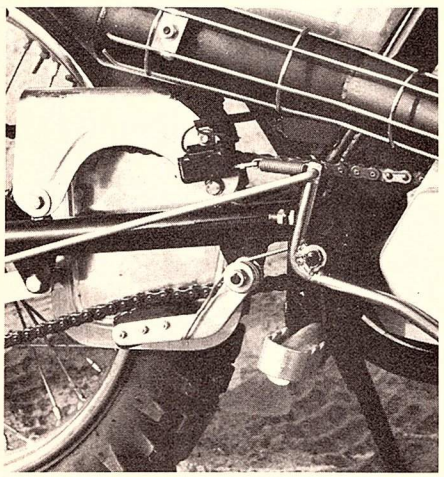
Because of its high ground clearance, over a foot, the Dalesman feels a bit top heavy. Besides having the ability to traverse such things as logs and rocks without hanging up on the frame, the high mounted engine contributes to a desirable action called weight transfer. That is, as you ride up a hill a greater percentage of the motorcycle's weight ends up on the rear wheel. Also the bike is easier to wheelie and/or aviate the front wheel over logs and such.

In riding the bike it does what it is intended to do quite well. Going over straight rough ground it runs on a straight line without trying to get the rear wheel up next to the front. Our test bike was fitted with 75-pound springs on the Girling rear shocks, and, although we jacked them up to the hard setting, they were still too soft. The later models, we are told, will be fitted with 60-90-pound progressive springs.

The 125 tracks through wooded trails quite well sticking in the groove like Willhold glue. With the footrests located above the axle centerline it is more of a sit-down rather than a stand-up racer. The seating position is quite normal, although if your legs are long enough to touch the ground from the 32-inch saddle height they tend to double up much like a grasshopper's when you're riding.

If you want to powerslide the beast you have to scoot way up on the front of the saddle and get her laid over pretty far. The design of the seat is good, but we found the foam padding to be a bit on the soft side. Combined with the gas tank which is made from fiberglass this entire unit is held in place with one bolt through the alloy rear fender and a bungee cord up front. It is thoughtfully fitted with two fuel shut-off valves so when you remove

MANY "TRICK" BITS AND PIECES ARE MERGED INTO A PROPRIETARY ASSEMBLY THAT COMES OUT AS ONE DARN GOOD MOTORCYCLE



the tank you don't lose half of its fuel supply.

Under the seat, and protected by two extensions of fiberglass, an urethane foam air filter sits on a nicely made alloy air inlet box, the back of which has a compartment for carrying tools. Foam air filters must be protected from water splashes and the Dalesman has an ample dead air space for this purpose.

The engine is of the latest everyday, run-of-the-mill Sachs variety of which we've covered in past issues. They are very good, reliable, and get the job done. A great many European bike builders use Sachs engines for this reason. Dalesman fits an upswept expansion chamber to extract the necessary horses then bolts on a peculiar looking muffler to get the noise level down. It's effective, the bike is quiet enough, and power doesn't seem to be adversely affected by this appendage.

Other than its tall appearance there are several features that make the Dalesman stand out among its peers. Forks and wheel hubs are made by the British firm R.E.H. Using 3.375-inch diameter stanchion tubes, hard chrome plated and polished, and fitted to light alloy sliders, they are the same units found on 500cc class moto cross racers. The damping within is very good as the front wheel would follow the ground producing a soft ride, yet there was no sensation of topping or bottoming. A pair of alloy forgings of the full circle clamping variety are used to fasten the forks to the frame. They are mounted directly over the steering head centerline which provides a true pivot for them. The forks can be slid up through the triple clamps an inch or so if one wants the bike to steer a little quicker.

Both hubs are of the true conical design, a feature that is both light in weight and strong. They are laced to Dunlop steel rims with 40 spokes each as is standard English practice. The brake backing plates are lipped for effective splash-proofing when one gets into the goo. They are of the expanding shoe-type and are adequate for stopping the lightweight machine even after crossing a few rivers. The pivot points on the rod-operated rear brake lever would stay put as the swing arm worked up and down; this is a little thought of, but important feature for dirt bikes.

An alloy rear sprocket is bolted to the conical hub and there is no cushion, although the Trials and Moto-Cross Dalesmans have them. A single row chain follows the steeply mounted swing arm and is protected by a nicely formed alloy mud guard. As the rear suspension compresses the chain will get tighter, so a rather loose chain setting is required. To keep the chain in tension, rather than slapping around, Dalesman employs a spring-loaded tensioner similar to Bultaco's. Only this one is pointed in the proper direction.

In keeping with an Enduro theme the machine is fitted with lights. There is no battery and no side reflectors so the machine is not street legal in many states. With this in mind we will coin a new term for machinery of this type; Enduro Legal. The Dalesman has a stoplight, high and low beam, and that's about all. It does have a very fine speedometer that is the last word for enduros. It's a VDO unit that trips on the odometer in tenths and is driven off the front wheel. The only way to go.

We found the full radiused alloy fenders kept mud off us pretty well and the large fuel tank had enough capacity to get us into the 100-mile range. Whether enduro riding, or just trailing, the Dalesman Enduro is truly a go-anywhere lightweight. We liked it! ●

DALESMAN ENDURO

MAKE DALESMAN
MODEL 125cc ENDURO
PRICE AS TESTED $895.00
MAXIMUM SPEED AS GEARED 60 mph
WEIGHT 197 lbs. WET

ENGINE

Engine Type	SINGLE CYLINDER, 2-STROKE
Bore	54mm
Stroke	54mm
Displacement	123cc
Compression Ratio	10.8:1
B.H.P. at R.P.M.	18 AT 7,500
Carburetor	26mm BING CONCENTRIC
Ignition	FLYWHEEL MAGNETO
Starting System	PRIMARY KICK
Lubricating System	OIL MIST

FUEL AND OIL

Oil Capacity	OIL IN FUEL (25:1)
Oil System	MIST LUBRICATION
Fuel Capacity	2.75 GALLONS
Fuel Recommended	PREMIUM
Approximate mpg	50

FILTERING SYSTEMS

Air	OIL WETTED FOAM
Oil	SCREEN
Fuel	SCREEN

FRAME

Frame Type	DOUBLE DOWN TUBE
Weight Distribution	FRONT: 48%, REAR: 52%
Wheelbase	54 INCHES
Ground Clearance	12.5 INCHES
Peg Height	14.5 INCHES
Seat Height	32 INCHES

SUSPENSION-TYPE

Front	TELEDRAULIC FORK
Rear	SWING ARM

SUSPENSION-TRAVEL

Front	6 INCHES
Rear	3 INCHES

DRIVE TRAIN

Clutch Type	MULTI-DISC, WET
Primary Drive	HELICAL GEAR
Countershaft Sprocket	14 TEETH
Final Sprocket	58 TEETH
Final Drive	SINGLE ROW CHAIN
Gear Ratios	
1st	4.60:1
2nd	2.73:1
3rd	1.95:1
4th	1.50:1
5th	1.24:1

TIRES AND WHEELS

Front	2.75x21 DUNLOP SPORTS
Rear	3.50x19 DUNLOP SPORTS

IMPRESSIONS

	Poor	Good	Excellent
Throttle Response			●
Acceleration		●	
Power Band		●	
Starting			●
Engine Noise		●	
Muffling		●	
Vibration		●	
Handling		●	
Choice of Tires			●
Suspension		●	
Rider Comfort		●	
Transmission			●
Instrumentation		●	
Lighting		●	
Toolkit	DOES NOT APPLY		
Paint and Chrome		●	
Styling		●	
Mileage		●	
Braking			●

LETTERS

Dear Sirs:

My name is Mark Granberg and I think that some of your motorcycle testers are very good. I'm a 125cc Expert and a 250cc Junior and I race a Jawa CZ. I would like to test ride one of the newer bikes when you're asked to test one! Would you please call me or write me back?

Mark Granberg
Downey, California

The list of riders wishing to work on our test staff grows longer day by day. By the time your name reached the top of the list you'd probably be in your mid-90s.—Ed.

Dear Sirs:

In your February, 1972 issue, Volume 8, Number 2, on page 12 you feature an ad for Hyland M.V., a British firm selling Barbour suits. Seeing is how the purchase of one of these suits entails sending away a sizeable amount of money, I would appreciate it if you would inform me as to their reliability—i.e., have you had any complaints?

Thanking you in advance for your kind assistance.

Barry Leibowicz
East Hartford, Conn.

Had we ever received any complaints regarding Hyland M.V. we would have ceased to publish their ad.—Ed.

TARABUSI

Racing Pistons Complete with Dyke Rings, Pin, and Circlips. Comes in Standard and Four Oversizes. Each oversize increases 0.5mm instead of 0.2.5mm. Tarabusi Pistons Available in Six Oversizes.

MODEL	S.L.P.
125cc Bultaco Sherpa	$16.00
200cc Bultaco Sherpa	16.80
250cc Bultaco Pursang	17.80
250cc Bultaco Matador	17.80
250cc Bultaco Pursang 5 Port	18.80
360cc Bultaco Bandido	21.00
125cc Montesa	16.00
250cc Montesa Capra	18.00
250cc Montesa 5 Port	18.80
360cc Montesa Capra	21.00
125cc Maico Enduro-Scrambler	16.00
250cc Maico T-5—5 Port	23.00
360cc Maico Enduro-Scrambler	28.00
400cc Maico Enduro-Scrambler	28.00
250cc Husqvarna	22.00
360cc Husqvarna	28.00
405cc Husqvarna	32.00

Liners, rings, circlips, pins available separately.

DISTRIBUTORS

MOTO CROSS SALES
P.O. Box 7761
Independence, Ohio
(216) 524-7763
OHIO, KY., TENN., N. & S. CAROLINA

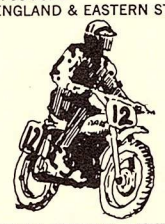
HOFFY'S SERVICE
1249 First Street
Huntington, Indiana
(219) 356-3328
MICH., IND., ILL., WISC., MO.

SHADCO HONDA
2305 E. 10th Street
Sioux Falls, S. Dakota
(605) 336-3238
MIDWESTERN STATES

ACTION ASSOCIATES, INC.
2720 W. Bethany Home Road
Phoenix, Arizona
(602) 263-8301
WESTERN STATES

PERFORMANCE PRODUCTS
4270 North Dixie Hwy.
Pompano Beach, Florida
(305) 942-6922
SOUTHERN STATES

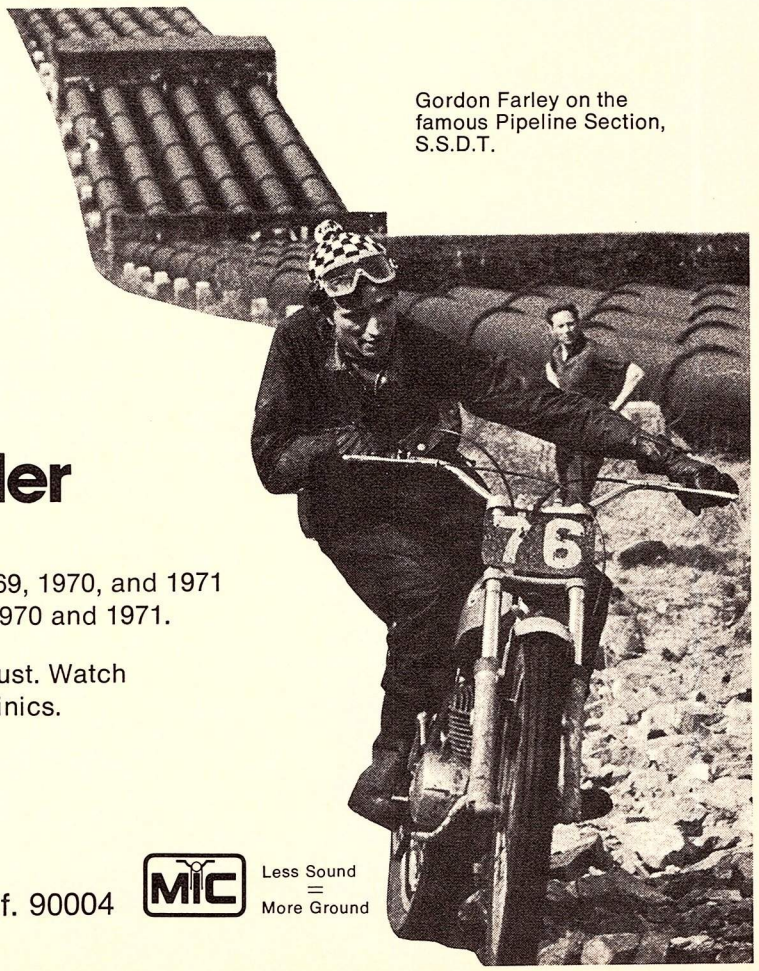
GENE SHILINGFORD & SONS, INC.
Green Lane & Radcliffe Street
Bristol, Pennsylavania
(215) 788-7878
NEW ENGLAND & EASTERN STATES



IMPORTER GENERAL DISTRIBUTOR
UNITED STATES AND CANADA
GRAY INTERNATIONAL, INC.
4461 W. Jefferson Avenue
Detroit, Michigan
(313) 826-0640

Cota 247

This motorcycle and this rider



Gordon Farley on the famous Pipeline Section, S.S.D.T.

won the Scottish Six Day Trials (Team) in 1969, 1970, and 1971 . . . and the British Trials Championships in 1970 and 1971.

Gordon Farley will be in the U.S. in July/August. Watch for places and dates of his exhibitions and clinics.

VIVA Montesa

3657 Beverly Blvd., Los Angeles, Calif. 90004

MIC Less Sound = More Ground

powder puff power

By Jeanne

News from the East Coast Powder Puffers has reached **Modern Cycle** Magazine! I received a few letters just recently from the clam chowder state, Massachusetts, and the swamp state, Florida. The contents of these letters range from problems with dad, to poor Powder Puff class conditions, and on up to fair treatment given to girls participating at certain tracks. To let you in on what's happening in these two states, I've decided once again to print their letters in full. Perhaps you share the same problems, or you might even be able to help in some slight way by writing to Powder Puff Power. You may find that these girls participate in your own area and you didn't even know that another girl existed with your same interest!

The first letter is from Betsy Small. Betsy lives in Pembroke Pines, Florida, and she is a representative of the girl racers in South Florida.

"Hi! One of my girl friends who races said she read your article and you asked for girls to write you. Well, here in South Florida, the racing situation for girls ranges from bad to worse with a few exceptions.

"Several tracks run one or two laps during intermission or at the end of all the races. Usually, the girls aren't even allowed to practice on the track before they race. Twice we ran, but there were no trophies.

"Many girls have been discouraged by the on-again, off-again aspect of Powder Puff races. Tracks promise a race and then at the end of the day (6 hours later), tell us they are out of time.

"Tracks don't advertise girls races, so few show up. When a race was advertised, 12 AMA card-carrying girls showed up!! I don't know about your part of the country, but for ours that was great!

"There are a few bright spots. Mr. George Esser at the Andytown track near Hollywood, Florida has promised to run girls races during the summer months when daylight hours are longer. The most fantastic thing which has happened so far is at the Ft. Pierce track. The Jaycee's and Mr. Dean Dyess are running a race for girls on a regular basis. We are combined into a class with mini-bikes and Junior 100's. We have a regular practice time and run our 3-lap heats before the 100cc class every moto. The way those little boys ride the mini-bikes, it's good racing experience to race with them. Usually there are about 15 bikes on the line. Depending on the number of girls, trophies are always given. The boys also receive trophies. It's really nice to be able to count on racing when I go there.

"I hope many girls reply to your column. It will be interesting to hear about racing from many parts of the country."

This sounds familiar to me. The races here in Southern California started about this same way, and, at times, are still that way. What made a few promoters pay attention to the girls was that they all stuck together. If you have quite a few girls present at a particular race, approach the promoter all in one big group (or small group). That way he can see just how many girls are interested in racing in their own class. You'll probably have to bargain a little for the amount of time you want to race though. Some of the girls out here will settle for shorter races just so they can get to ride together. If you are granted a Powder Puff class, you should be thankful and show your gratitude to the promoter. Perhaps, if all works out, he'll start advertising, "Powder Puff class," and the other tracks will soon take notice!

Another Florida-grown Powder Puffer is Terry Goodwin of St. Petersburg. It seems she and another girl are the only ones racing in her area, but they have been accepted and are having a lot of fun.

"Hi Jeanne. I'm Terry Goodwin and I guess you'd call me another Powder Puffer. I work here in Florida at a local cycle shop and I thought I'd let you know what's happening in Central Florida on the moto cross scene.

"There's two whole girls that I know of in middle Florida who ride moto cross, myself and a girl in Bradenton, Derrik Wilson. We can't even get enough girls interested to ride down here at all. Derrik and I have only really just begun racing moto cross, I guess we've ridden about four races now, and, naturally, we ride with the guys. It's more fun though because we usually ride 3rd or 2nd to the last and sometimes last. We're doing pretty good though, considering we've only been out there four times.

"I guess that's the big report about the Puffers . . . not too fantastic is it?? You watch, after a few more times the two of us will be beating the guys. When we do we'll let you know. Oh yeah, we get to ride a lot down here, usually 6 or 8 laps and the tracks are really great and long. That's it, thanks for listening!"

All I have to say to you Terry and Derrik is, more power to you! If you stay at it long enough you're sure to influence a few other females.

Problems with dad are plaguing this young lass from Feeding Hills, Massachusetts. Her name is Els Sweet and she really loves to ride.

"I just read 'Powder Puff Power' in the March issue and I couldn't agree more. I'm a girl, soon to be 16, and I love to ride. My father has two bikes, a BSA Goldstar and a Triumph which he periodically rebuilds.

"My father is a bike nut. He had a very bad accident last June and hasn't been able to ride yet. He's fixing his BSA which he wrecked. It has about six apple-sized holes in the gas tank and no handlebars. Who knows what happened to the engine.

"As I said, I love to ride, but

(Please turn page)

WHY SUBSCRIBE TO MODERN CYCLE?

For 12 good reasons!!! Each issue of Modern Cycle magazine offers easy-to-follow technical articles and tune-up features that enable the average motorcyclist to maintain his machine in top condition. The information in one issue of Modern Cycle magazine could save you the cost of a full year's subscription. Start the new year right . . . fill out the attached coupon, mail it and a check or money order for $5.95 to Modern Cycle Magazine, 7950 Deering Avenue, Canoga Park, California 91304.

NAME .....

ADDRESS .....

CITY .....

STATE ..... **ZIP** .....

powder puff power

continued

all I've been able to ride are minibikes. I'm not saying they're not fun, but I'm ambitious and I'd love to ride moto cross. When I do ride, it's on a friend's 70cc mini. I like jumping hills and popping wheelies. I do wipe out and when I do my dad is more worried about the bike than me!

"My father keeps promising me a bike, but that's been going on for two years. My other problems are what you wrote about. Most of my bike pals are guys and when we first got together they would take me to 'tame' trails. But one day we got to a long, flat plain and I challenged anyone to drag. No offers. I took off down the plain pretty disgusted. There was a hole I almost didn't see so I kinda jumped it on my bike (actually my friend's bike). They were all pop-eyed. We came to a bunch of hills and I flew over these. They don't take me to the 'tame' trails anymore.

"A fear I have to get over since my father's accident is being hurt. I've been thrown from a mini, but I never got hurt. What about the BIG bikes? Another thing, when I do lose the bike I automatically get the bike and try again.

"My father has never seen me ride, but he says I've got to have some kind of riding ability. My bike pals agree and they think I should learn a few things from my dad. Okay, but how do I get dad to help me with getting a bike? I don't work and have no money, but I really want a bike.

"P.S. I'm no tomboy and I love feminine things. But being feminine does not mean being weak and not able to ride!"

Don't worry Els, my mother still doesn't understand why I like motorcycles so much. I started at age 16 with a boy friend that had a Honda. Now, a 9-year AMA member, I have my own 125 Bultaco Pursang, a new boy friend, and I just do my thing! My father did get enthused when I came home with my first motorcycle, but he was a boat nut and was never exposed to motorcycles before. I did buy my own motorcycles and also my Datsun truck which was part of growing up in the eyes of my parents. It took a long time, but I finally got what I wanted and I really felt as though I earned it all. Perhaps you could show your father how interested you really are by doing odd jobs at home or even baby-sitting at the neighbors to start a little savings. Nowadays, parents like to see their children really try to earn the money for their own hobby or sport as all these things in life really do cost a lot of money. Believe me, I know. If your best effort is put forward maybe your dad would be willing to go half and half with you. Give it the ol' college try! Oh, by the way, motorcycles ARE hazardous whether large or small . . . but so is crossing the street. You can get hurt at any sport even though a lot of people like to pick on motorcycles as one of the more dangerous types of recreation. I like it anyway!

It looks as though things are looking up in the world of the Powder Puffers. Let's all hope so anyway. If you'd like to share your experiences, problems, or whatever with the rest of us girls, let's hear it! Send your letters to Powder Puff Power, c/o **Modern Cycle** Magazine. ●

NEXT MONTH

IMPRESSION: A "BABY" BULTACO

KAWASAKI CONVERSION

TESTING THE OSSA TRIALS BIKE

POWROLL PERFORMANCE
POST OFFICE BOX 926F6
BEND, OREGON 97701
CALL (503) 382-6395

108cc's FOR MINI'S UP TO 1100cc's FOR THE MIGHTY 750!

HONDA MUSCLE

PUNCH IT HARD Your Honda's full of fight with a Powroll power package! Easy-to-bolt-in muscles for every model. Just ask any Powroll owner (if you can catch one!). Or send for our complete catalog, $1.25 cash or money order. Details on equipment for your Honda only, 50c (tell us year, model).

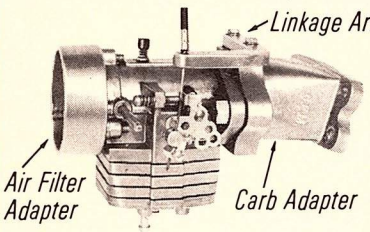
GOVT. SURPLUS **SAVE UP TO 98%!!**

JEEPS, TRUCKS & CARS Typically From $75.00 ... Typewriters, Auto Parts, Tools, Aircraft, Clothing, Boats, Camping, Sports, Photographic, Electronics Equipment. Wide Variety And Condition ... 100,000 Amazing Bid Bargains Direct From The Government Nationwide. Complete Sales Directory And Surplus Categories Catalog $1.00 (Deductible On Your Orders From Our Separate Included Surplus Catalog).

SURPLUS SERVICE
Box 820-BX, Holland, Michigan 49423

For CLUBS • TEAMS • ORGANIZATIONS
TEE N SWEAT SHIRTS
CUSTOM - Hand Printed To Your Order.
Pryntex
P. O. Box 175
Montvale, N. J. 07645
For FREE ESTIMATE
Send SKETCH - Give COLORS
(Minimum Order - 6 SHIRTS)

G.E.M.
high performance parts



New for CZ, Husky & Maico — manifolds for diaphram carbs!

Now install a diaphram carb for better throttle response, adjustable high & low-speed jets, and no more flooding when you lay the bike down — now possible with these G.E.M. adapters for WR and WDA carbs.

Also available: Linkage arms for simple cable hook-up and adapters for easiest air filter installation.

Send 25¢ for cycle accessory catalog

Write Dept. MC
G.E.M. PRODUCTS INC.
Box 845 • 496 E. St. Charles Rd. • Carol Stream, Ill. 60187

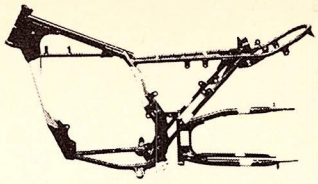
GRAND PRIX

waldson had the rotten luck of loosing his expansion chamber and became a DNF and of course, DeSoto didnt' know this. When convinced he had indeed won, he consented to a ride to the hospital for x-rays of a possible broken rib, but everything showed O.K. and apart from considerable bruises and strawberries, he's fine.

Joyce Soyka on a Rickman won the Powder Puff, an event that had spectators crowding around the water crossing expecting all kinds of delicious things to happen but they were disappointed. Not one girl went down although they were crashing on other sections of the course with overdoses of enthusiasm. Cherry Stockton on a Bultaco who didn't place in the top five was gasing her Bul through the water just as hard as the men.

A big event like this should have a hero and with all due respect to Cannady and Wecker with their two wins and DeSoto for his perserverance, my vote has to go to "Kookie" McCown. Now this may sound like a Hollywood tale, but it's true. Kookie is a canine of rather undistinguished ancestry, I mean he'd never win the Westminster Dog Show but he's a died in the wool desert rider. Every Sunday he and his master, John McCown climb aboard their Husky and take off, be it a Hare and Hound, European scrambles or whatever, they are there and Kookie's collar carries more finisher pins that a lot of humans can boast of. He also wears an Invaders M.C. jumper just like McCown and rides on the carpeted tank, hanging on with claws like an eagle, using his tail as a balance pole and with a grin on his face. I don't know what the AMA would say about two on a bike but John and Kookie have become a desert institution and desert folk swear he can "read" terrain better than most of the riders. They've dumped it a few times but the pooch is usually back on the bike while John is still scrambling aboard. Sunday, they came in around twentieth in a class with nearly 140 entries!

Should you ever be in Southern California when one of our big GP's is on, come and see it, or better yet, ride it. You'll find they're a blast! ●

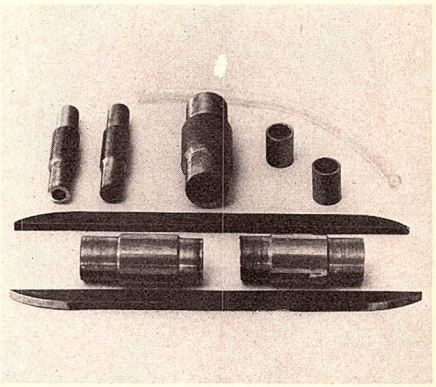


RIDING TOO HIGH?

K & G Will Bring You Down
Frame Modifications available for the following models:

Yamaha—AT-1 & CT-1	$65.00
DT-1, DT-2E, RT-1, RT-2E	$39.95
HT-1	$49.95
Suzuki—TS-125 & TS-250	$49.95
TM-400	$75.00
Kawasaki—F4 & F7	$49.95
Hodaka—All Models	$68.00

Other makes and models upon request. K&G will take your frame and lower its center of gravity for better handling. Swing arm is more horizontal and improves shock angle. Guaranteed workmanship.



BRING YOURSELF DOWN

Frame modifications kits available for the following models:

Yamaha—AT-1 & CT-1	$19.95
DT-1, DT-2E, RT-1, RT-2E	$14.50
Hodaka—All Models	$21.50

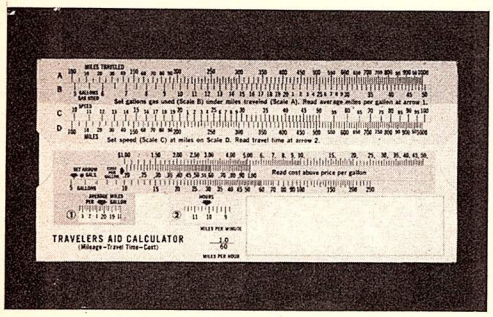
All prices plus shipping. California residents add 5% sales tax on kits. Send 50¢ for information to:

K & G Engineering
(originators of the lowered frame)
2353 San Fernando Road
Los Angeles, California 90065
(213) 222-8778

Cancer is sneaky.

It doesn't announce itself loud and clear until it's often too late. Beat it at its own game. Yearly visits to your doctor are cancer's worst enemy. Help yourself with a checkup. And others with a check.

New Products



TRAVELERS AID

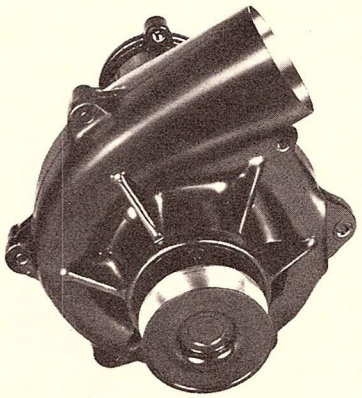
A completely new "Travelers Aid Calculator" giving information not heretofore found on calculators of this type is now available by the Paul S. Morton Engineering Service, Kalamazoo, Michigan. The new Travelers Aid Calculator gives the following 7 points of information: Mileage per gallon of gasoline; traveling time in hours necessary to make a trip; speed you must maintain to travel a given distance in a given time; distance that could be covered in a given time at a constant speed; miles on a filling of gasoline; converts miles per hour to miles per minute; and computes the cost of gasoline for a trip.

Imprint space is provided on the front. On the back are pictured many of the new signs of the road used internationally, an explanation of the U.S. Interstate marking system, and other useful information.

This handy calculator sells at $1.00 and is available from its originator, the Paul S. Morton Engineering Service, 82 Mandalay Dr., Dept. MC, Kalamazoo, Michigan 49009.

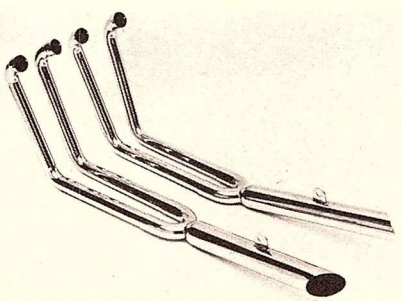
JATO SUPERCHARGER

JATO Industries, Inc. has proudly announced the availability of their new quick bolt-on supercharger kits. Exclusively designed



and manufactured to deliver a fantastic 50% horsepower increase over your present superbike power. For highway and drag racing, this potent yet docile combination with its ferocious power and blasting acceleration is definitely not for amateurs.

The supercharger kits fit Honda 750, Norton 750, Triumph/BSA 750, and all Harley-Davidson twins. For further information see your local dealer or send $1.00 for a brochure to, JATO Industries, Inc., P.O. Box 8174, Dept. MC, East Hartford, Connecticut 06108.

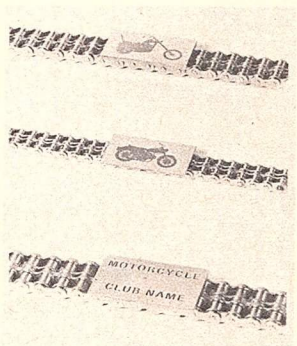


750 POWER-TONE

For those Honda 750 owners who are not satisfied with the stock exhaust arrangement on their machines, Racecrafters International has developed a complete system designed to replace the stock pipes and mufflers for improved appearance, performance, and sound.

The Power-Tone Honda 750 system consists of four header pipes which lead into a pair of slim fiberglass-packed mufflers. All components are beautifully chrome plated. In addition to its attractive custom appearance, the Power-Tone system is much lighter in weight than the stock 750 exhaust. You will also enjoy the deep, throaty and "not-too-loud" sound that is pleasing to the ears at all engine rpm ranges.

The complete kit includes all nuts and mounting hardware for easy installation. The price is $89.95 plus shipping and can be ordered direct from, Racecrafters International, 7920 Sunset Blvd., Dept. MC, Hollywood, California.



CHAIN BELTS

New, outrageous, rustless chain belts with heavy gauge, chrome plated, engraved buckles! Standard buckles are available with chopper design, road bike, or dirt bike. The belts come in either #35 or #40 chain.

The lightweight #35 chain with the engraved cycle only on the buckle retails for $21.95. The #35 chain with a special personalized buckle is $23.95. The engraved cycle buckle on the heavyweight #40 chain is $22.95, and with personalized buckle is $24.95.

Satisfaction is guaranteed as they are returnable within 10 days. State your buckle style and waist size when ordering your belt. No. C.O.D.'s are accepted, postage prepaid. Order yours direct from Universal Cycle Corporation, 203 Williams Avenue, Dept. MC, Hasbrouck Heights, New Jersey 07604.

(Text continued on page 82)

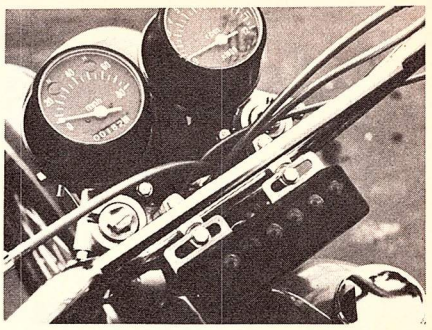
MISS MODERN CYCLE CONTEST

Got a pretty gal and a good looking motorcycle? Put the two together in the best photo you can take and enter it in the Miss Modern Cycle competition, a regular feature in every issue.

If your photo is one of those chosen for use in the magazine, you'll receive five dollars and a one-year subscription to Modern Cycle. If you want the picture back, be sure to include a stamped, self-addressed envelope.

Brenda Marie, an employee in the nuclear industry at the National Reactor Testing Station in Idaho, is the subject of this month's winning entry in the Miss Modern Cycle Contest. Gary Gibson, who submitted this winning photograph, tells us that in addition to trail bike riding, Brenda enjoys ice skating and swimming. For sending in the winning photograph Gary Gibson receives a check for $5.00 and a free one-year subscription to *Modern Cycle* Magazine.

Shift-O-Lite



The original lighted gear indicator

NEW ★ USEFUL ★ FUN

★ Avoid lugging your engine
★ Avoid extra "foot" activity
★ Excellent for experts
★ A must for beginners
★ Quality thru-out
★ Low price—$24.95

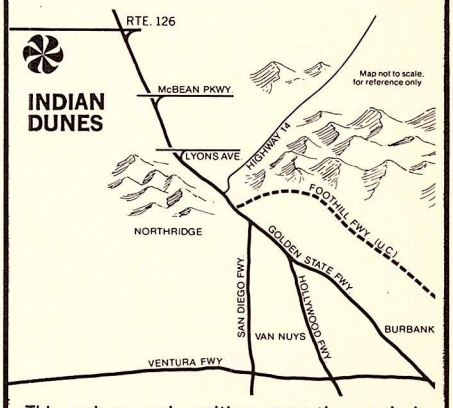
Honda's only—100cc and up. Send Model and Year—70' 750's (specify early or late model). Check or money order—California residents add 5%.

K&S Enterprises
20102 State Road
Cerritos, Calif. 90701
(213) 860-1377 Dept. MC

— Dealer Inquiries Invited —

Indian Dunes

FAMILY MOTOR RECREATION PARK OPEN SEVEN DAYS A WEEK FROM 7 A.M. TO DARK!
Motorcycle Racing EVERY SUNDAY



This unique and exciting recreation park is located two miles west of Castaic Junction on Highway 126 in Valencia—only 37 freeway miles north of Los Angeles Civic Center on Interstate 5. Take the Ventura (Highway 126) off-ramp at Castaic Junction.

INDIAN DUNES PARK
Valencia, California 91355
Telephone: (805) 259-8000

THE 22nd ANNUAL H

DESPITE THE POPULATION EXPLOSION AND ECOLOGY TREN

The Hi Mountain Enduro is unique in more ways than one. The organizers are an on-campus club called the Cal Poly Penguins. The campus is the California State Polytechnic College at San Luis Obispo. Club members can only participate during their stay as students so the event is constantly being pumped with new blood, yet the Hi Mountain faces the consequences of never having a whole lot of experience to rely upon. The Hi Mountain had its 22nd anniversary this year with another fine enduro.

San Luis Obispo is situated in a fertile valley surround by mountains midway between the population centers of Los Angeles and San Francisco. It is the site of 1 out of 21 missions founded by the Franciscan Fathers during the late 18th Century. The old mission still stands as a historical monument and the town doubles as a college site and meeting place for the many farmers and ranchers who surround the area.

Parts of the surrounding Santa Marguarita Mountains rise so sharply they are useless for agriculture or grazing. Other sections of these mountains fall into the boundaries of the Los Padres National Forest and under the jurisdiction of the U.S. Forest Service. Most of the enduro's 100 miles are either on the Forest Service's fire breaks and trails or transversing some land owner's property. So each year a committee of Penguins have their meetings with the local ranchers and more meetings with Smokey the Bear in order to put together a once-a-year event.

Each subsequent year, unfortunately, they run into additional headaches. The first dozen Hi Mountains started on the campus, wound through a few city streets, and then headed off into the mountains. In those days they were lucky to get 50 starters. The local Highway Patrol didn't get too uptight when 50 or so dirt bikes went thumping through the city streets early Sunday morning on their way to the hills . . . just so they didn't pass by too many churches. The event grew in popularity although controling the motorcyclists was still a bit loose. When the entries got to the 150 bracket, most with wired-on beer cans for mufflers and no other hint of street legalness, the CHP put a stop to all of this nonsense. That was in 1964. Since then the enduro has been staged about 30 miles outside of town at one public campground or another.

Besides having some of the most picturesque trails to ride on, another reason for this run's great popularity is the equal participation between northern and southern California enduro riders. It seems to be a showdown between the two factions with neither side taking a vast majority of wins. In all this melee the local gentry with their first hand knowledge of the countryside just can't seem to score well up in the money.

Hi Mountain first came into prominence when a farsighted faculty member and student advisor to the Penguins, Norm Illsley, applied for the run to be on AMA's National Championship Calendar. That was in 1963. Briefly, it was a 150-mile run that was set on a rather fast 30 mph average. Nearly 200 riders started and it soon became apparent that this was going to be a race rather than a timekeeper's run. Bob Keys from Redwood City had a 10-minute advantage going into the noon check with Al Rogers on a Matchless in second, and myself on a 250 Honda running third. Keys blew his BSA early in the second section, Rogers stuck his Matchless in quicksand, and I ran

MOUNTAIN ENDURO

THE HI MOUNTAIN KEEPS ON TRUCKIN'

PHOTOS BY: Ron Schneiders

out of fuel just a few miles later. Al got unstuck with the help of some willing spectators, and I hiked to a gas station. The two of us finished together, Matchless first and Honda second, in the final tally. This was the only Cal Poly event to be scored by computers. Through the years the Hi Mountain has both progressed and digressed. The '72 event was a fair example of both.

With the popularity of off-road motorcycles being what they are today it's no wonder the Penguins had to return nearly 2,000 paid entries. Probably the most difficult thing about the Hi Mountain is getting a number so you can ride. The shenanigans, briberies, and other underhanded tricks people pull to get a starting berth would fill volumes. Yet some motorcycle magazines use their influence to get excellent starting positions then have the audacity not to show up.

The Penguins have a continual battle with the Forest Service who want to eventually limit the number of entrants to zero. This time Smokey the Bear held off making a decision until 10 days before start time, the Service allowed the club to have 500 starters. The local residents, although most are pleased with the annual run, do stir it up a little. Because of these few residents, the club lost three of its key sections and had to revert to even more pavement to tie in their good trails. And because of this pavement all the bikes had to be street legal. Working stoplights, horns, and mirrors were checked before starting and again during the run. If midway through the enduro you lost your stoplight the club added an additional 5 points to your score. In addition, Smokey the Bear was standing there at the starting line, stick in hand, checking to see that all machines were fitted with approved spark arresters. (The stick is to check for missing innards.)

So in its usual well organized manner the bikes started at their one-minute intervals, five abreast. Half of the students from the college turned out either to assist or spectate while wives and tag-alongs made up the rest of the crowd. With the start, near halfway check, and finish all at the same place it's no wonder this becomes the most popular gathering spot.

From a timekeeper's point of view the run was fairly accurate except for a slight variance in mileage between check points. The averages were a little fast so only a good rider would be in contention at the finish. It's called the Hi Mountain for good reason, the mountains rise abruptly from 1,000 feet to nearly 4,000 and the trails are on ridges. Downhills and uphills are steep enough to make you squirm, and even Expert riders need a bit of talent to negotiate. They are the kind of downhills that, once you're pointed down, you accelerate with both wheels locked up.

They always manage to find a few water crossings, and riding through meadows and pastures make the long trip more than worthwhile. For a change the checks are well managed by sharp young people who are well schooled and can actually tell time. The whole ride through the land of moss-grown trees is a joy.

The second loop was in excess of 60 miles so the Penguins had an emergency gas stop whose location was unknown to the riders. You had to gas your bike on your own time. I approached it on schedule and found 200 multi-colored gas cans scattered on the front lawn of a farm house. I parked the bike, searched out the container festoon-

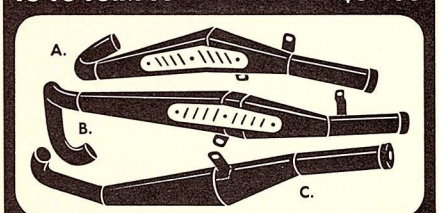
LATEST
FLANDERS
CATALOG
STUFFED WITH NEAT THINGS FOR BIKES!
124 Page Catalog
7 Assorted Stickers
$ 1 Off T-Shirt Offer
$ 3 For the complete pack postpaid!
Motorcycle Accessories
FLANDERS
Pasadena California
Of Unexcelled Quality
P.O. Box 2297D
Pasadena, Ca. 91105

ENDURO

ed with yellow ribbon for easy identification, and refueled my bike. I rode into a section surrounded by spectators of all ages and types including the property owner who had a grand seat in front of the deepest water hole with a jug of cider between his knees. I continued through several more wet crossings and came to a secret check not more than 1/4-mile from the gas stop; three minutes late, of course, as was everyone who was running well. But no matter, I'm sure the farmer and his family had more fun than a Saturday night barn dance, and we'll probably see this same section next year.

The results are not computerized any more so we may not have them at this writing. It was another great meeting of the skillful enduro riders from north and south. It will take a score of approximately 8 points lost to win the Hi Mountain, and So. Cal's Gene Burcham lost 5 points at the light check when his Rickman's stoplight failed to function. Local man Bob Miller had the same problem. Sometimes north, sometimes south resident Tom Patton, who works for Bultaco, got run into by a Novice riding a Honda SL-350 who shouldn't have gotten as far as he did. Tom rode the entire second loop minus a front brake and plus several bruises. Last year's Penguin president John Moon lost his rear brake right off the starting line when some squid ran into him and he later picked up a flat rear tire, too. But this country is so much fun to ride people don't look for excuses to quit, and John finished the last 40 miles fighting a flat rear tire and with no rear brake. Riding without one or the other would be excuse enough for most so-called enduro riders to quit.

And that's the whole reason for the success of the Hi Mountain . . . it's fun to ride. Each year there are new officers and every couple of years new members. Nobody gets stale and the kids are always trying to put together a better run. The 22nd Annual Hi Mountain Enduro was my tenth consecutive ride in the beautiful Santa Marguarita Mountains. It's something to look forward to each year. •

Bill Wirges
KAWASAKI
COMPETITION ACCESSORIES
MUFFLED CHAMBERS
3 chambers for each model.
G31M-G4-G5-F6-F7 $44.00
F5-F8-F81M-F9 $54.00


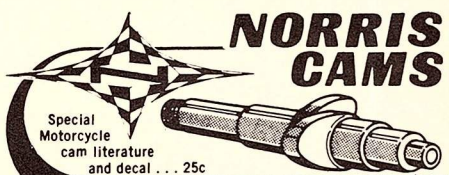
A. HIGH MOUNT MID-HIGH R.P.M. POWER
B. HIGH MOUNT LOW-MID R.P.M. TORQUE
C. LOW MOUNT MID-HIGH R.P.M. POWER
WE HAVE A COMPLETE LINE OF MUFFLED AND UNMUFFLED PIPES FOR ALL KAWASAKI MODELS.
DYNO-TUNED MUFFLER
fits all old style chambers
different sizes (specify)
$10.00

CHECK OUT ALL OF OUR KAWASAKI COMPETITION ACCESSORIES, DYNO-TESTED QUALITY PRODUCTS.
CATALOG $1.00 Refundable on your first order.
SEND TO CREATIVE ENTERPRISE, BOX 204 R. R. 2, PRINCETON, ILL. 61356 Phone 815-879-7651

CYCLE POLLUTED?
Try SIMICHROME best for alloy, chrome, plastic. $1.00 per tube, comes in 250 gram cans, too. At most dealers. BLUE AWAY pipe cleaner $1.80 per bottle. Dealers: Make $$ with these. Write:
COMPETITION CHEMICALS
BOX 141, IOWA FALLS, IOWA 50126

CHROME PLATING
TRY OUR FAST SERVICE FOR YOUR TRIPLE-CHROME PLATING NEEDS
GRAVES PLATING CO.
P O Box 1052 Florence Ala 35360
Phone 205/764 9487
• Serving the Southeast Since 1945 •

SUBSCRIBE

NORRIS CAMS

Special Motorcycle cam literature and decal . . . 25c
14754 Calvert St • Dept. MC • Van Nuys, Calif 91401
(213) 873-4846 • (213) 780-1102

RIDER and WORKSHOP MANUALS
AJS/Matchless; Ariel; BSA; Ducati; Honda; Harley; Heinkel; Indian; Jawa; Lambretta; Norton; NSU; Pannonia; Puch; Royal Enfield; Sunbeam; Suzuki; Triumph; Velocette; Vespa; Villiers; Vincent; Zundapp.
"Parts and accessory catalog $3.50"
TRIANGLE
2157 West Harrison Street
Chicago, Illinois 60612

When you think motocross — Think
MAICO
Then call or write — we'll tell you where to get YOUR WINNER!
COOPER MOTORS 213/849-6066
110 E. Santa Anita Ave. Burbank, Ca. 91502
DEBENHAM IMPORTS 312/395-3205
887 Main St. Antioch, Ill. 60002
EASTERN MAICO 717/667-3987
Royal & Duke Sts. Reedsville, Pa. 17084

ALL YOU EVER WANTED TO KNOW ABOUT AIR FILTRATION

BUT WERE AFRAID TO ASK

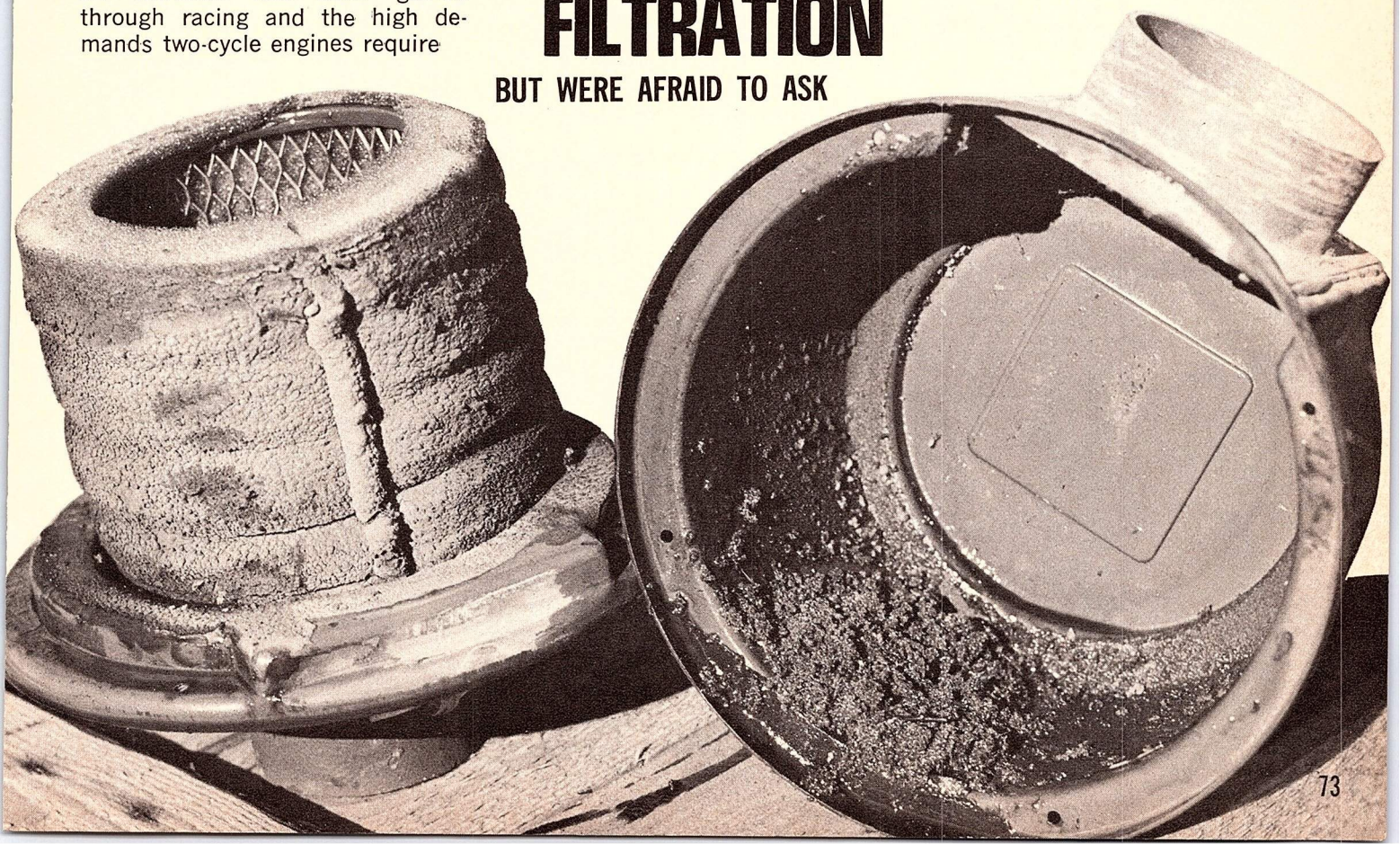
Air filters are fitted to engines for a very good reason, they make them last longer. Besides the obvious stones, pebbles, and sand that may find their way into a combustion chamber, there are billions of airborne particles which we call dust that can also slip into the works and rapidly turn into a grinding compound. (Dirt mixed with oil makes a very effective grinding compound.) To illustrate a point I was racing a fresh Honda 250 twin in the desert several years ago. We were running in that powdery-type of dust similar to what the ladies use for face make-up. The Honda was fitted with brand new paper air filters and after 50 miles they plugged to the point where the engine wouldn't run on anything over half-throttle. So being a racer intent on doing well I ripped the paper filters open and charged on. It only took 25 miles of unfiltered air entering through the carburetors to sufficiently do enough damage to the cylinders and rings that it had to be rebored.

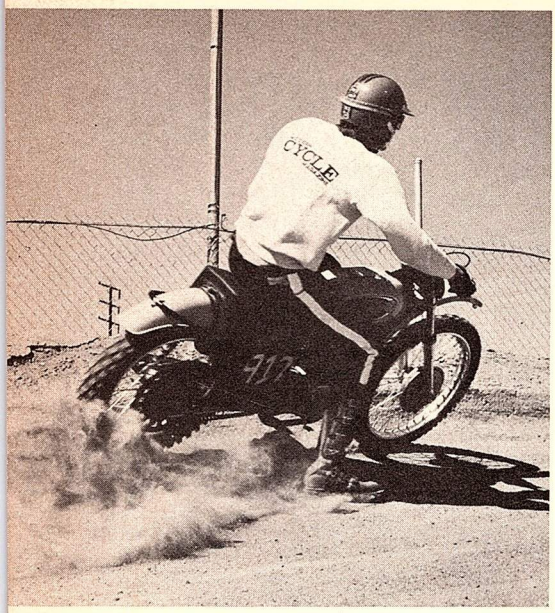
If I had been riding a two-stroke and tore the paper filters open the little engine might have turned over three more times before its spark plug would foul with gobs of dirt bridging the electrode gap. Consequently our present technology in air filtration has been gained through racing and the high demands two-cycle engines require in order to continue running in an atmosphere of dirt and dust.

There are four basic air filtering devices found on the modern day motorcycles. Their function is to separate dirt from air. They do this separating process in three different manners; screen it, run it through a dry maze, or run it through a wet maze.

An early and still very common filtering media seen on motorcycles imported from Italy is the wire mesh-type. They resemble a bunch of spun metal shavings and are mounted close to the carburetor inlet. This close proximity to the carburetor makes use of the fuel spit-back as a wetting agent for the wire mesh filter. This type of air filter depends on oily strands of wire densly packed in such a way that incoming air must make a whole bunch of turns before it reaches the carburetor. While making these twists and turns through this maze the dirt is caught up in oil droplets hanging from the wire mesh. If the spit-back is constant enough the strands get a washing effect and the machine can go at great intervals of highway riding before it needs to be serviced.

The wire mesh-type air filter has two faults that pretty well eliminate it from use in dusty areas. First, its close proximity to the carburetor means it has to be small in size; too small to be an effective air filter under severe dust conditions. Second, the construction of this type of filter, which is like a bunch of metal shavings packed together, does not offer uniform size air passages. So in areas where the mesh is sparse dust may miss the





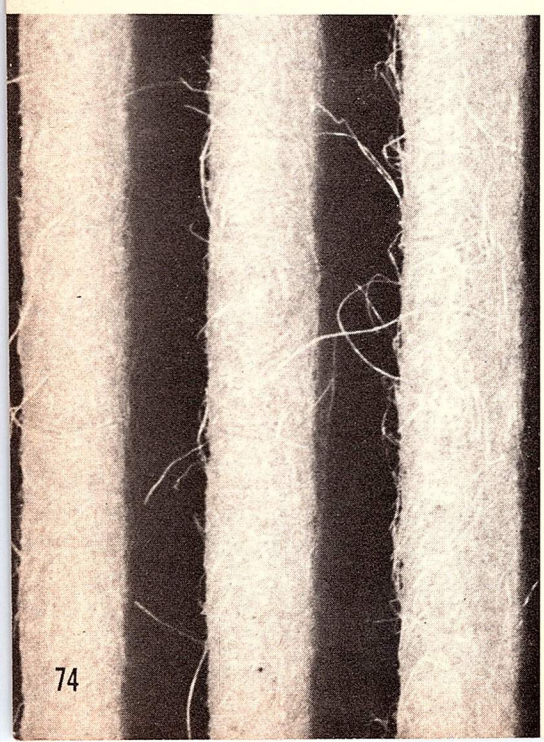
FILTER FACTS

oily network and pass on through into the engine.

Wire mesh filters do have a saving feature, they don't wear out. You can wash them in petrol and re-oil them, and use them forever. Especially if you keep 'em out of the dirt.

Not long ago most motorcycles that came from England were fitted with gauze air filters. These are cloth sandwiched in wire and held between a pair of covers. Gauze cleaners, like wire mesh-types, do not offer any uniform hole size for the air to pass through. Also, they are classified as a dry-type, and, therefore, their only filtering system was that of a screen. Without the uniformity of hole size their filtering ability would be that of accepting random size dirt particles. Because of the cloth's fuzzy nature dust tends to cling to them and they plug up rapidly under severe dusty conditions. You can wash them out in petrol which makes them reusable.

A look at this paper filter through a magnifying glass shows the fibers that make up the screen-type filter.



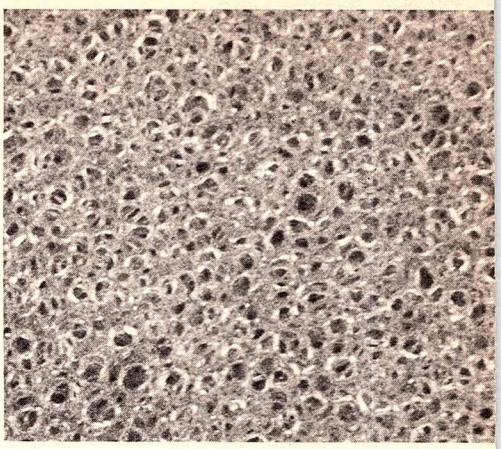
There are some specialty companies making gauze filters that feature a little better quality material than the old British ones, plus a tremendous increase in effective filtering areas. The gauge is sandwiched between two wire screens and pleated similar to automotive paper-type air filters. These, because of their increased filtering capacity, have proven pretty efficient and are seen on many of the professional racers at the dirt tracks.

Unlike wire mesh constructed air filters water does have an adverse affect on gauze. When wet the material swells in size, it also turns the trapped dust to mud, then virtually no air gets through. The engine stops.

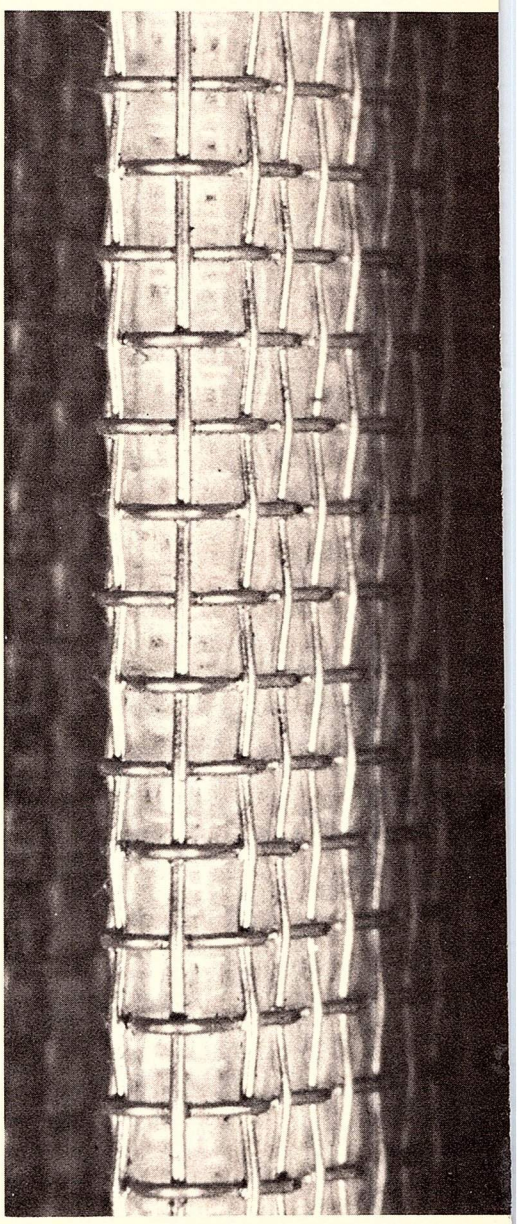
Paper is the most commonly used air filtering media found today on internal combustion engines. There are several reasons for this; paper is inexpensive, it's easy to work, paper can be purchased with uniform hole sizes, and the paper filter is a screen.

Automotive engineers have broken dust particles down to sizes measured in microns. They came to the conclusion that dust smaller than 10 microns is not overly harmful to internal combustion engines. Therefore, the average automobile air filter is made from paper that will filter particles of dust larger than 10 microns in size. There are also special application paper air filters intended for farm machinery and other extremely dusty areas that are designed to filter up to 4 microns. 4 micron happens to be the quality paper used for most motorcycle air filters.

Paper air filters are treated with



A magnified view of open pore polyurethane foam shows the cell structure that makes up the maze.



Gauze, or cloth entrapped in the wire screen are formed in an accordian pleat for greater surface area similar to paper filters.

a resin to combat dampness, although a bath in water will thoroughly plug 'em up. They are constructed in a corrugated fashion so they have a whole bunch of square inches of filtering surface. And, being a screen, they eventually plug. How soon or often is relative to the amount of dust you're riding in and how long you've been doing it. When they do plug all you have to do is take the thing out and gently tap it on a rock or similar hard surface to knock the dirt out. Wet? You usually throw them away. However, resin treated paper elements can be dried and reused.

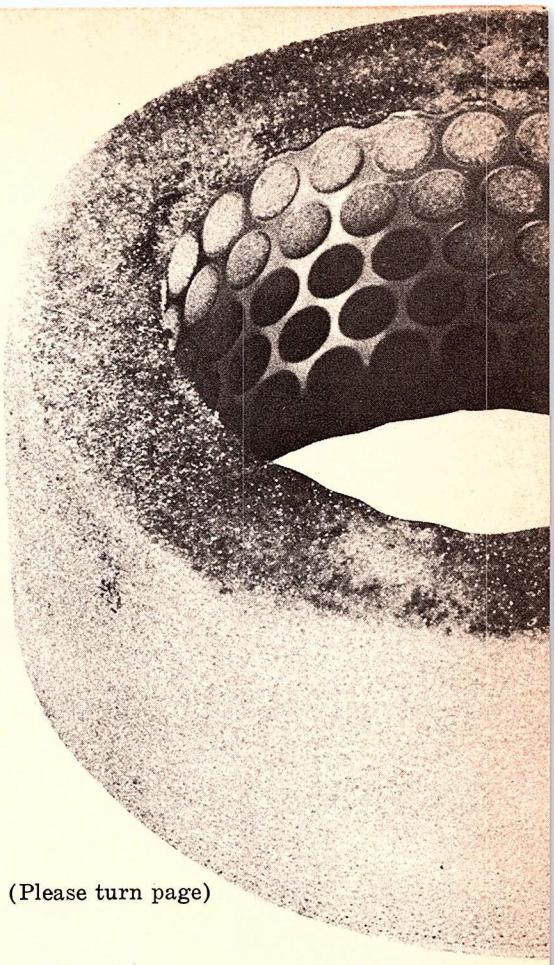
A great deal of interest has been created about foam air filters. The technical nomenclature is polyurethane open pore foam. Don't let the word "foam" fool you, it is a plastic. The material's original use was for seat cushions and its construction is that of millions of tiny cells each walled in by membranes of plastic. In this form they do not pass air. The open pore process simply does away with the membrane and leaves a network of strands.

Urethane foam is available in many hole sizes referred to as the number of holes per inch. 10, 50, and 100 holes per inch are common. This material has many other uses, one is as a fuel tank baffle in racing cars so the fuel doesn't splash to one side when the car is thrown into a turn. They use 10 pore foam for this and being 94% air in bulk form only 6% of the fuel capacity is sacrificed.

As an air filtration device open pore foam falls into the pre-wetted maze category. Hole size for the common foam filter runs around 70 per inch. When it's dry, it won't make much of an air filter. So it has to be wetted with an oil that will catch dust.

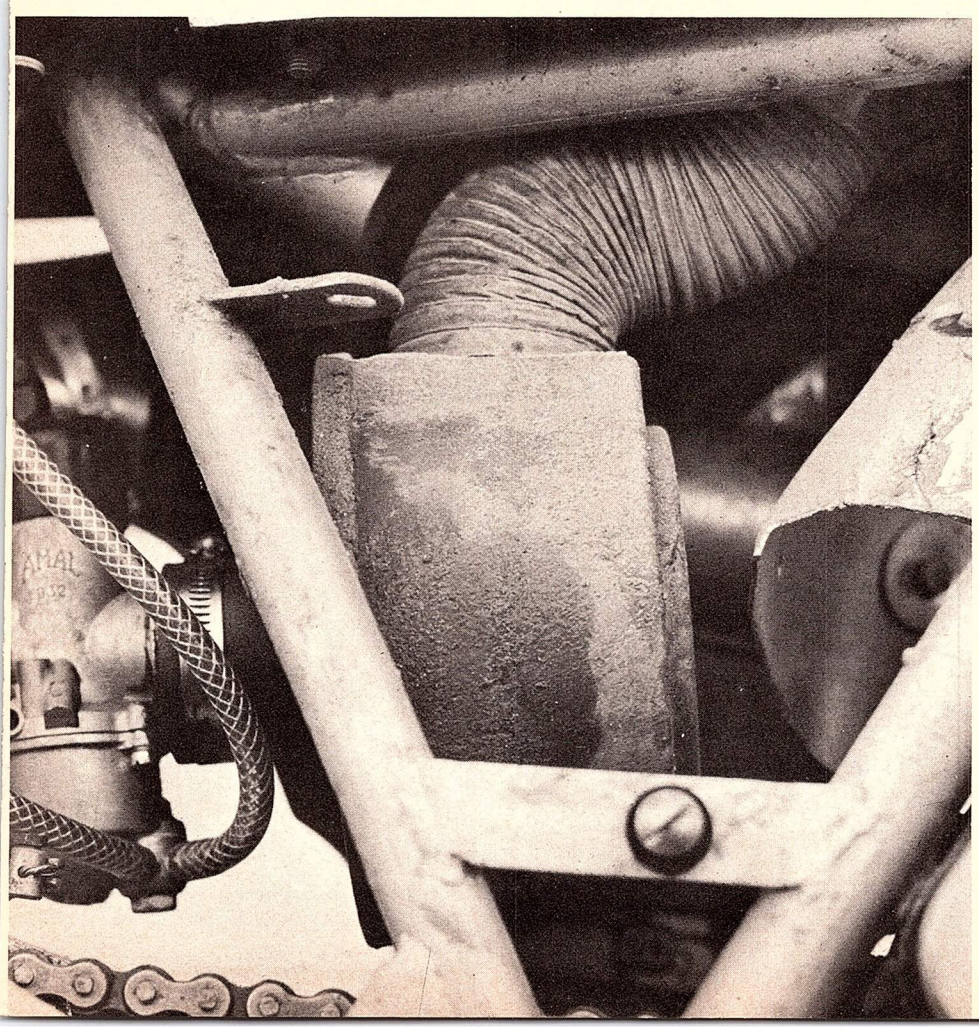
The drill here is to thoroughly work a fairly thick viscosity oil (about 40w) into the foam. As the air filter stands excess oil will migrate out and eventually lay on the

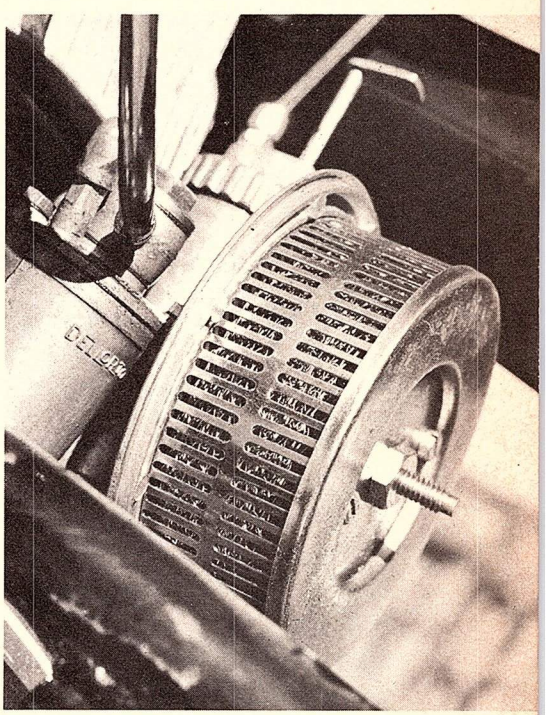
(Please turn page)



A foam filter with its metal screen and featuring a metal lid. Mounted on a flat surface in compression with a single through bolt the unit seals on its thick cross section of foam.

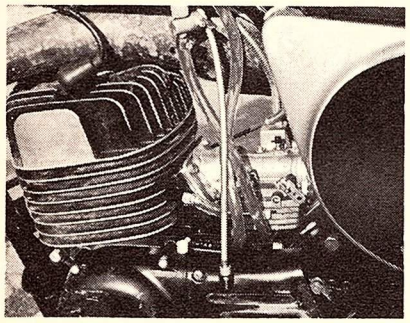
One of the more practical air filtering set-ups is pictured on this Montedero. Incoming air starts from a cavity in the seat behind the rider's legs. The tube feeds it to an encapsulated air filter, the container also acts as a plenum chamber. This particular unit is waterproof.





A typical wire mesh air filter with its outer cover removed for inspection.

New...
Yamaha DT2, RT2 40mm Pumper Carb Kits



DT2 installation

Reed or piston port induction systems. Our kits work beautifully on 2-cycle and 4-cycle engines. Available in 29, 33 and 40mm sizes.

- **Broader power band with more horsepower.**
- **Instant starting**
- **Non-flooding**
- **Adjustable external jetting**

Complete Kits $49.95 and up. Write for information. When ordering, specify make, model.

KENDICK Engineering
9520 DeSoto, Chatsworth, Calif. 91311
Phone (213) 882-8668

Reed porting is our specialty.

THE
MERRILL MARAUDER®
A BOOT FOR THE SERIOUS RIDER
CHECK THESE FEATURES . . .

MADE IN U.S.A.

Full 16 inches high

- ★ NO-SKUFF SHARKSKIN SHIFTER TOES!
- ★ NO BEND STEEL ARCHES!!
- ★ SOFT LEATHER LINED SHAFTS!
- ★ BUILT IN ALUMINIZED HEAT DEFLECTORS!
- ★ ARMORTRED DUPONT HYPALON 40 SOLES & NO CATCH BEVELED HEELS!
- ★ SIZES 7-13 INCLUDING ½ SIZES C & E WIDTHS!!!

$50 PREPAID
ADD $3 FOR COD's

CHESTER BOOT SHOP
43620 Van Dyke
Sterling Heights, Mi 48078
(313) 739-3323

FILTER FACTS

garage floor. Foam air filters are most efficient under severe dusty conditions. Their method of filtering is simple; the incoming air must turn a whole bunch of corners to get through the maze of fibers similar to the wire mesh-type filter. Each strand is coated with oil and as the air changes its direction to get through the wet maze airborne dust is caught by the oil.

This system works very well. As the dust tends to soak up the outer boundary of oil, dry dust sticks to the wet dust. The thick foam picks up vibrations from the engine, shakes the outer layers of dust free, and at the same time keeps its own pores open.

A half-inch thickness of foam is sufficient, we've dissected several elements that were coated with dirt and found the dust penetration to be less than one-quarter-inch. The inside of the filter was still wet with oil and clean.

However, water neutralizes the dust catching ability of oil. So special attention must be paid to the protection of foam air filters when one expects to encounter wet riding conditions. Complete capsulation of the air filter element is one answer.

In conclusion foam and paper are the most practical types of air filtering devices for motorcycles. Within a given area the foam element will allow a greater amount of air to get to the carburetor. Foam lasts several times as long under dusty riding conditions, and foam can be cleaned in gasoline, re-oiled, and used again and again. Paper is also reusable, it plugs with dust sooner than foam, but it will not let water pass through its 4 micron openings.

All air filtering devices are only as good as the container which they are mounted in and their location on the motorcycle. What good is an air filter if there are holes to the outside on the clean side, or downstream of the air filtering element? None. The filtering device is one thing, the container is something else. So regardless of what you use for an air filter element, the container also plays a big part in prolonging the life of your engine. •

THE FINEST MOTORCYCLE CLOTHING IN THE WORLD
Langlitz Leathers
The finest custom made leathers for the pleasure or sport rider. Factory direct only. Catalog available.
Langlitz Leathers
2443 S.E. DIVISION, PORTLAND, ORE. 97202

AJS Handles Better
TRY ONE TODAY!

EXCLUSIVE SPARE PARTS in U.S.A.
For White 250cc & 125cc Cycles
Parts also for all models Horex, Pannonia, Danuvia, Heinkel, and Foreign Makes.
FOREIGN MOTORCYCLES CORP. HIckory 6-8452
48-22 43rd Avenue · Long Island City 4, N. Y.

YAMAHA OWNERS 125 & 175
Add 10 to 13 h.p.
Send $1 for specifications & cost
To: International M/C, Inc.
7233 Canoga Ave. Box MC
Canoga Park, Calif.
(213) 346-0900

Nuts & Bolts

Dear Dave:

I am 5' 3" and weigh 132 pounds. I want a big cycle but I am not sure which would be best a 125 or 175? I want it for the street. Could I handle a larger one? Does H-D make one for me? Your magazine is great. Happy riding!

Mike Park
Cumming, Georgia

Most 125s and 175s are built on the same chassis so it really doesn't matter which one you choose. You bet, H-D does make a 125, in fact it should be just about the right size for you, too.

Dear Dave:

I own a 1971 Yamaha MX. I am very pleased with it except it has no power under 4,500 rpm. Over 4,500 rpm it has great power. Could you please give me some advice on how to give the bike more power under 4,500 rpms? I appreciate your help very much. I purchase your magazine because it is the best.

Mark Petersen
Reno, Nevada

Yes, put the Enduro cylinder, piston, and cylinder head on it.

Gentlemen:

I have a '66 Bridgestone 175cc twin and I was wondering if there is a raised muffler system that could be installed on it? If so could you tell me the cost of it? I would appreciate your help.

You have a great magazine.

Bob Petro
Little Falls, N.J.

Boy, I think Bridgestone are the only people who can answer that one.

Dear Dave:

I recently bought a Honda SL-100 Motosport. Does my Honda have enough power to tackle some rough trails or should I buy a smaller countershaft sprocket, is it difficult to do, and would I have to make any changes in the engine? My bike does around 65 mph, how much would a slightly smaller countershaft sprocket affect my top speed and my power band? What could I do from keeping my kickstarter pedal from stripping? Why don't you do a test on the Honda SL-100?

Ken Goldman
Fort Wayne, Indiana

Bottom to top Ken, we've done a test on the SL-100 and SL-125. I'm not sure what you mean by stripping on the kickstarter pedal, it could be that your pinch bolt is not tight. And, yes, the smaller countershaft sprocket would help a whole bunch, it may not noticeably affect your top speed, it will help acceleration.

Gentlemen:

Apparently Modern Cycle and the Triumph Motorcycle Corp. do not see eye to eye when it comes to the way a motorcycle should be shod.

Your article, "The Basics: A Guide to Tires," February, 1972 issue states in describing the Dunlop K70 that "It has been falsely used on the front of many motorcycles."

Triumph's and BSA's advertising in this same issue shows that the tires on both ends of the Triumph Bonneville 650, Triumph Tiger 650, Triumph Daytona 500, and the BSA Lightning 650 are Dunlop K70s.

But wait: The description of the K81 Roadmaster Dunlop tire says "The very latest in front tires from Dunlop."

Both the Triumph and BSA Triples ads show the K81 front end rear. Very interesting, isn't it?

You do have a good magazine and I enjoy reading it every month. Keep it up.

Bob Chapman
Los Angeles, Calif.

Bob, if it's the very latest in tire design, what's it doing on the rear then? You're right, a critic has few peers, just other critics.

Dear Dave:

I own a 125 Suzuki and am pondering removing the C.C.I. injection system. I found your article (in your August, 1971 issue on the kit for the 125 Suzuki), very informative on the subject. But could you please explain to me how your system of swapping oil lines saves the crank bearings? Also, because I didn't understand how it works, I don't know if you leave the oil tank connected to the pump or not. Any help you could supply me with will be greatly appreciated as the new season is quickly coming upon us.

Steve Waugaman
Pittsburgh, Penn.

In its form from the factory the C.C.I. system supplied a small amount of oil into the crank bearings and a greater amount just downstream of the carburetor. When they swap the lines they tie off the pump at 30% efficiency and put a 40 to 1 gas/oil ratio into the fuel tank. This makes it necessary to swap the lines so they can pump more oil to the bearings where it is needed. Naturally, the oil tank is still connected. Personally I like to leave well enough alone, especially when it was a well thought out engineering masterpiece that put two-strokes on a par with four-strokes.

Dear Dave:

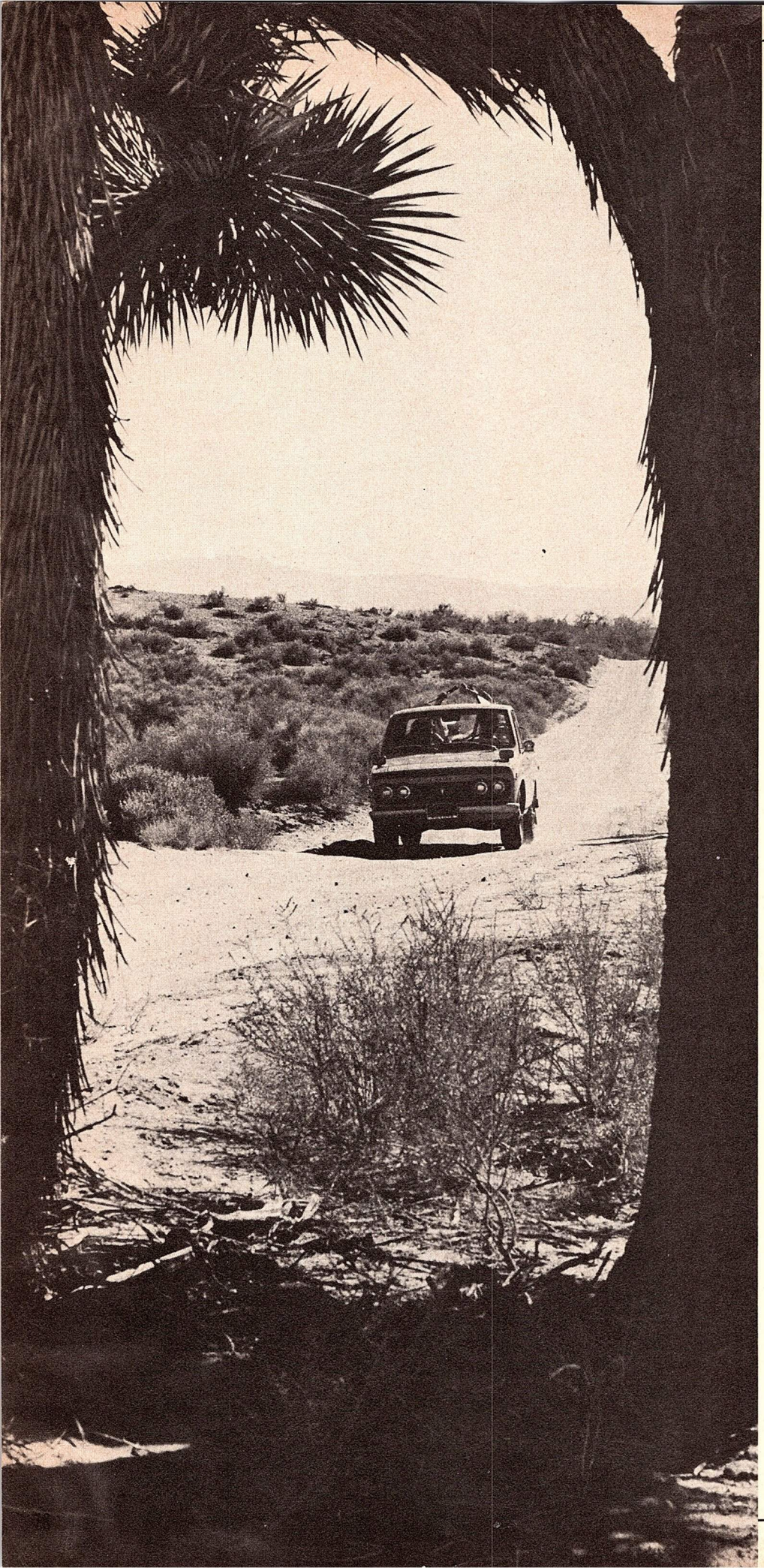
I own a 1971 CT-70 with 1,100 miles. I have trouble with missing at certain speeds. When you are in second you should shift into third at 20 mph. Travelling at a constant 18 mph I have trouble with bad missing. The same thing happens in fourth gear at a constant 30 mph. I have tried different idles, air/gas mixtures, new spark plugs, even different kinds, but nothing works. Also, at full throttle with sharp deacceleration for a corner or something else then accelerate very little or very much coming out of the turn I experience choking out or flooding. I'm in the right gear and everything.

My friends have no problem with their 70s. I like your magazine very much. Thanks for your help.

Jimmy Miller
Henderson, Kentucky

Jimmy, try dropping your metering needle one or two notches, it sounds like mid-range loading up.

NEXT MONTH
KAWASAKI
CONVERSION



The number of off-road motorcycles, mini-bikes and just plain dirt bikes in my neighborhood is unbelievable. Because these things cannot be legally ridden on the street there are also pick-up trucks, trailers, campers, and El Caminos lurking nearby ready to haul the bikes out to some distant playground. On an average we in Southern California will make trips of 300 miles just so we can ride our bikes for 100 miles. This works out to about 6 hours in the driver's seat usually all in one day, or sometimes spread over the weekend.

We know with the growing number of off-road machines greater distances must be travelled to find a place to ride them. Therefore, the method of getting the bike to that place becomes very important. Also, this problem is not just isolated in California, it's happening all over the U.S.

Last month we did a feature on a do-it-yourself motorcycle trailer kit. This month we have the very latest in import pick-up trucks, a 1972 Toyota Hilux. This particular vehicle was featured at a recent outdoor and recreation show by the Toyota people so we got it with just a few extra goodies not normally included in the basic truck. To set the records straight we'll discuss them right now.

The truck comes with tube-type 6.00x14, 6-ply tires. Our truck was fitted with E78x14, 4-ply tubeless tires, with the white sidewall stripes turned inside. The thinner wall tire improves the ride somewhat and its fatter cross section fits into the performance car trend. Of course, the mag spoke wheels are not standard either.

The exterior was re-done for the show, along with seat upholstery, door panels, and the rubber floor mat was replaced with a deep pile carpet. Four steel eyes were bolted into the pick-up bed so you could strap a motorcycle or two in, and a matching tonneau cover was added for the bed itself. This Hilux is truly a show car.

Inch for inch these Japanese trucks are the most sturdy avail-

THE T

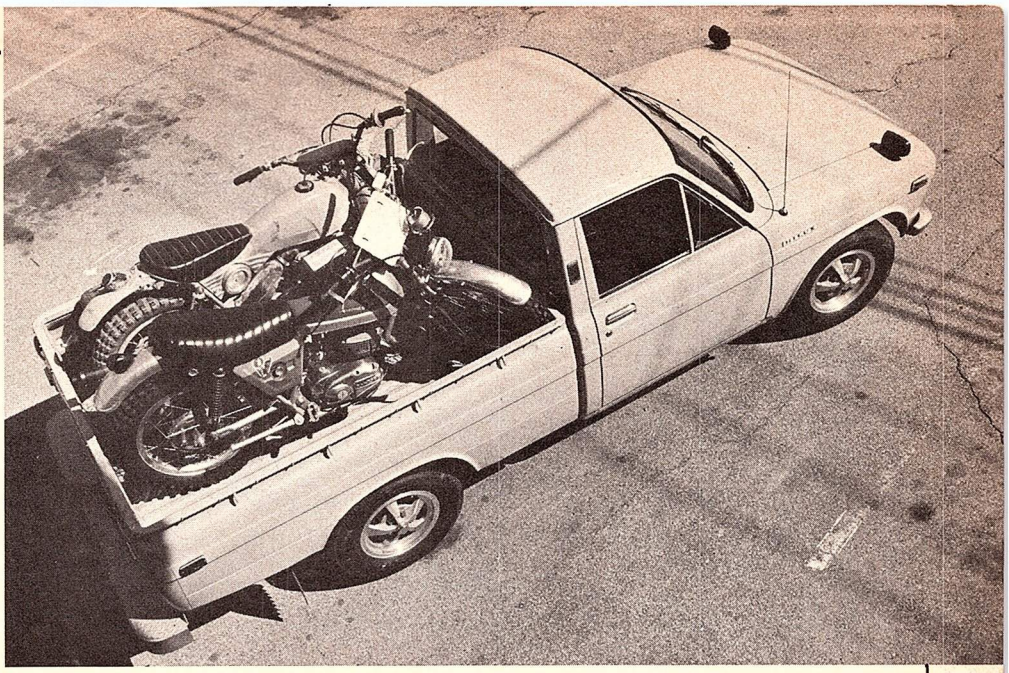
Portable Radios, Can

able. It sits on a 100-inch wheelbase, has a 50-inch tread, and is capable of carrying a 1-ton load. Because of this heavy rating the Hilux is stiffly sprung. There is some spring deflection while riding around the streets unladen, but not much. And going through sharp dips at high speed is not recommended unless there is a load aboard. On the other side of the coin the little truck doesn't lean much while cornered hard. In fact, it handles more like a sporty car than many real-life sports cars. Unloaded, it has a slight understeer feel to it, and with two bikes back there the Hilux feels neutral when you push it through a turn.

Loaded with a couple of full-sized motorcycles and three people in the cab the truck rides like a car. We took it on a 400-mile trip with this capacity load and came away with some very interesting conclusions.

The two liter, single overhead cam engine proved very capable of handling the payload cruising at highway speeds and even pulling the grades beyond the legal limit of 70 mph. Acceleration from a stoplight is fair, especially if you just rev it enough to comfortably get it into the next gear, which is about 35 mph in third. It does turn about 55 in third before the power curve begins to drop and would probably buzz more.

Fourth gear pulls well anywhere from 30 mph on up. Being a truck we found low to be extremely low, in fact, if unladen, second gear starts are quite easy. The 4-speed all synchromesh gearbox works very smooth and finding the proper cog is easy, except reverse. Being a Japanese truck designed for right hand steering, reverse is in a position favorable to the driver sitting on the other side. That is, you would be pulling the lever towards you instead of pushing it away as you must do with the import model.

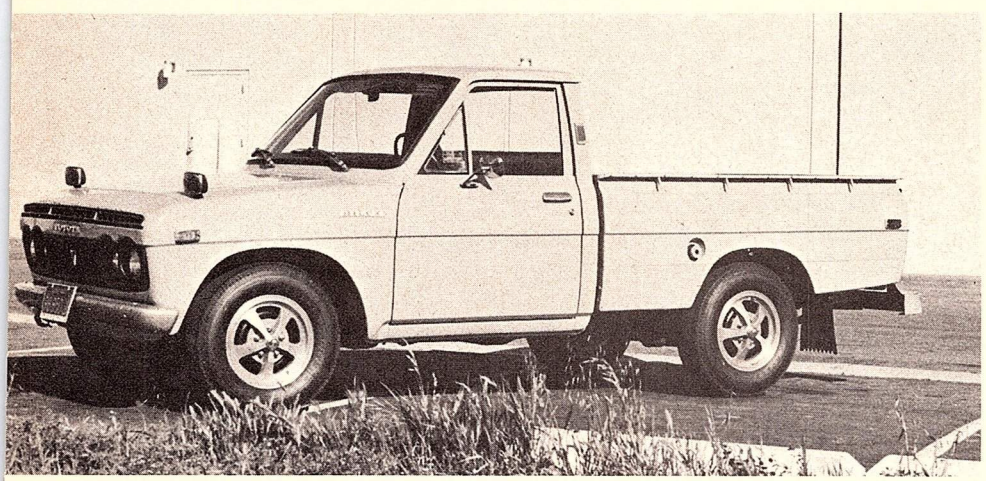


The bed of the truck is better than six and a half feet long and four and a half feet wide. These two medium-size bikes are carried with no space problem whatsoever.

It has a smooth operating clutch that is hydraulically actuated. Likewise the vacuum assisted brakes are well above expectations and handle the loaded truck without a problem. All four brakes are the drum-type, 9 inches in diameter, with the front being a two leading shoe-type.

The three floor-mounted pedals are a bit close for size 12 shoes and anyone over 5 foot, 11 inches will have a hard time folding into the driver's compartment. You kinda operate them from an angle. Vision is super, the hood slopes away so you can see the road just a few feet in front of the bumper. Narrow pillars allow nearly unobstructed views through the side and rear windows. Tinted glass would be nice in our climate.

Flow through ventilation is featured with little exit grilles on each side of the cab. Fresh air enters a scoop above the radiator and is ducted within the hood back to the cab. Through the use of dash-mounted levers fresh air can be mixed with heated air, defrosting, forced air, and such are all included in the package. Air conditioning would be nice. (Please turn page)



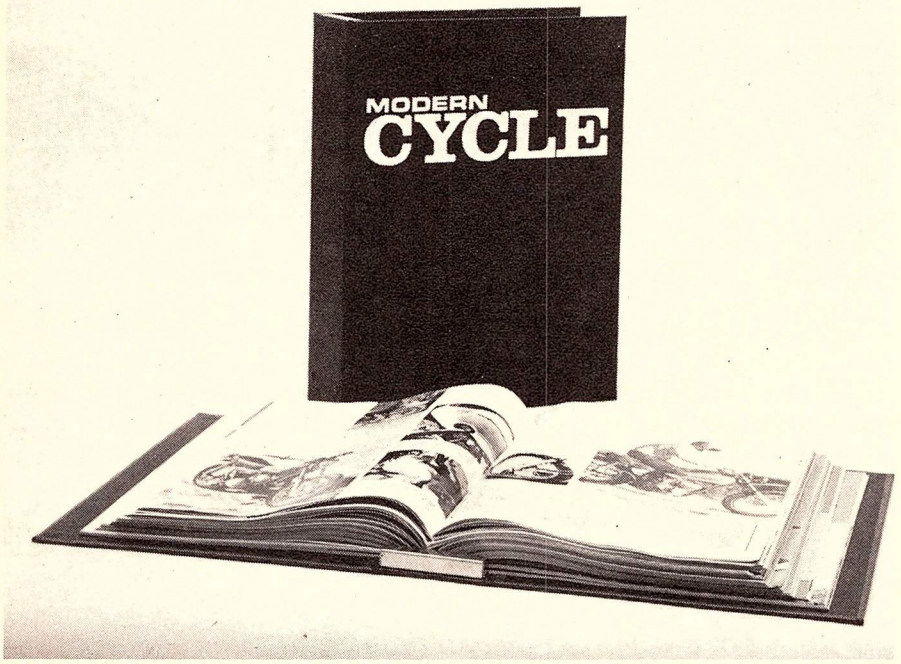
The cab on the Toyota Hilux is a good fit for two adults but things get a bit snug when you try to jam three bodies into this space.

OYOTA HILUX

eras, Motorcycles, And Even Pick-Ups Come From Japan.

BINDERS

Due to the many request's by our readers, we are now able to offer you this beautiful art leather binder with "MODERN CYCLE" in gold letters on the front and spine. Each magazine can be inserted or removed individually. It holds 12 issues and is just the thing to protect those priceless back issues.



MODERN CYCLE BINDERS

□ $4.25 FOR ONE □ $7.95 FOR TWO
WE PAY THE POSTAGE

PLEASE SEND CHECK OR MONEY ORDER TO:
MODERN CYCLE PUBLISHING CO.
7950 DEERING AVE., CANOGA PARK, CALIF. 91304

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

CALIF. RESIDENTS ADD 5% SALES TAX

Pick-Up

Rear suspension is semi-elliptical leaf springs and double acting telescoping shocks. They are expected to support heavy loads so the springing is stiff. Front wheels are hung off wishbones with coil springs and double acting hydraulic shocks. Steering is very precise and light utilizing a recirculating ball-type mechanism. The whole undercarriage is very rugged.

We ran the Hilux down 10 miles of corrugated dirt road with two bikes strapped in and three people. Driving between 60 and 70 mph we were hitting about every fifth bump yet the truck felt safe and smooth. There was very little cab rumble, and, although it was a dustry road, the location of the fresh air inlet kept the driver's compartment dust free.

When you're looking for some way to transport your scooter, there are several things to take into consideration. Most of them we have covered, but most important is the size of the box that is to carry the motorcycle. Physically it is 73 inches long, 56 inches wide, and 16 inches deep. A bike with a 56-inch wheelbase, crossed up with the front wheels in the corner, and the forks compressed with tie-down straps, fits in nicely. And there's enough room for one more just like it. Actually, three bikes could be shoe-horned in but that would be on the slightly ridiculous side.

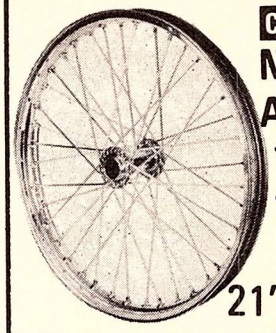
Cost of operation is also a factor especially when you consider the distances about to be covered. We got a consistent 24 miles per gallon travelling at highway speeds. The initial price is near $2,300.00 before you start tacking everything on. And speaking of tacking on, the box we just spoke of is manufactured in Long Beach, U.S.A. and shipped to the various Toyota distributors where they are bolted to the imported chassis.

It's a unique truck, and if you bear in mind that it is a truck made for heavy-duty chores then the rest makes sense. The initial investment is way below our domestic half-tons, the Hilux is easy on fuel, and it will take a long time to wear out. It's a keen way to take your scoot to and from. ●

MODERN CYCLE PHOTO CONTEST

The winning entry in this month's Action Photo Contest was submitted by Rick Jones, of Utica, Michigan. The picture, a classic shot of a rider "over doing it," shows Chuck Bollington in the act of modifying his rear fender. For submitting the winning entry in the month's Action Photo Contest, Rick Jones receives a check for $5.00 and a free one-year subscription to *Modern Cycle* Magazine.

WHEELS



Chrome Plated
Now Available
16"–17"
18"–19" $49.95
21" $59.95

Custom Spool Hub with Bearings Laced and True Complete with Tire and Tube $49.95

NORTH AMERICAN IMPORTS

2325 Cerro Gordon—P.O. Box MC
Mojave, Calif. 93501
(805) 824-4261
Dealer Inquiries Invited

WHOLESALE ONLY

* * * * * * * * * * *

Chrome Sissy Bar

½" • ⅝" • ¾"
x 28" • 36" • 40" • 60"

With All Fittings

Chrome ⅞ and 1" Handlebars
With 3-5-8-9-10-15-18-20" Rise

Drag Bars, Round Square Shape, Reach Bars, Drop Bars • Detroit Specials • Cross-Country Bars Mens' & Ladies' Black Leathers • Jackets & Pants

Colors On Order Same Price

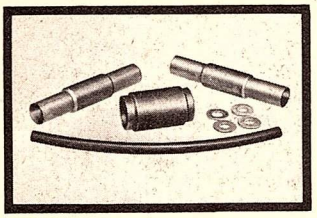
Fibre-Glass Tanks & Fenders Windshields • Safety Bars • Saddlebags

KEHOE & CO., Dept. M.C.
30119 Champine Dr.
St. Clair Shore, Michigan 48082
(313) 771-6325

Catalog—$2.00 on your letterhead

ANOTHER QUALITY PRODUCT FROM

WEBCO



YAMAHA DT-1 LOWERING KIT

A simple, easy way to modify the frame of DT-1 model to make it the same as the new DT-2 M/X. Lowers the engine 1¾" and moves it back ⅞". The result is improved handling through a lower C.G. along with proper swing arm angle, plus improved relationship of seat to pegs. Includes full instructions for trouble-free installation.

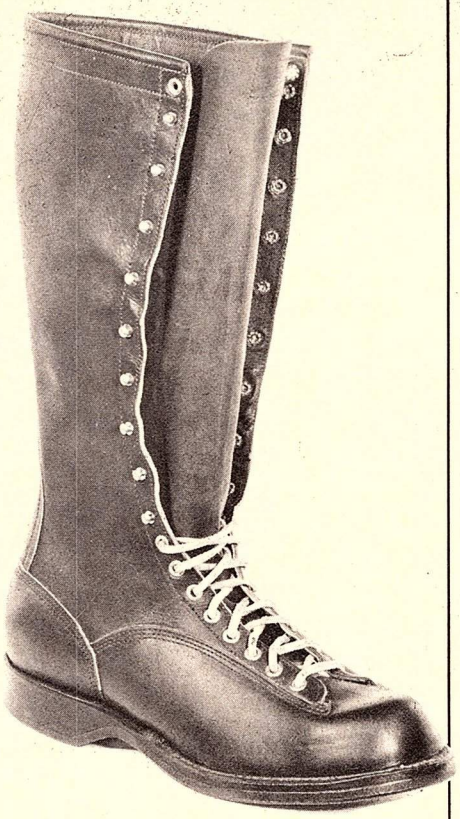
#2248 ..... $14.95

Webco Catalog, 92 pages, still only $1.00

SOLD THROUGH AUTHORIZED M/C DEALERS ONLY

WEBCO INC.
BOX 429 • VENICE, CAL. 90291

New

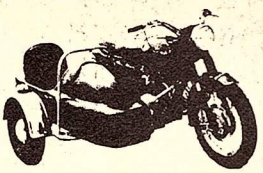


MADE TO ORDER

Danner boots, long a favorite of mountaineers around the world for assaults on Mt. Everest and other famous peaks, are now available in a special moto cross style for cycle riders. By combining the finest materials with a mixture of old fashioned hand craftsmanship and modern machinery, Danner has created a boot with outstanding comfort, wear and protection features. Seiberling full composition soles with special cycle heels offer maximum gripping power to prevent slippage while standing on the pegs. 16-inch uppers are of black full grained oil tanned leather with double vamps. Will ride spoke—no buckles or protrusions to catch.

Available in two styles, unlined at $53.00 ppd., or fully lined with garment tanned cowhide at $58.00 ppd. All sizes and widths made to order so allow two weeks for delivery. Send for yours at, Danner Shoe Manufacturing Co., 110 S.E. 82nd Avenue, Dept. MC, Portland, Oregon 97216.

DOUBLE UP WITH BINGHAM MK-I SIDECAR



Fits Most Motorcycles
High Quality
Low Cost
Do-It-Yourself Kits

From SIDE STRIDER, Inc.

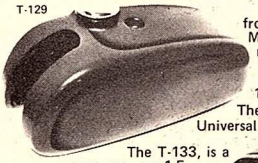
Write or Call For FREE Brochure to:

SIDE STRIDER, INC.
15838 Arminta St., Unit 25, Dept. M
Van Nuys, Calif. 91406 - Call 213/781-9908
COMPETITION MODELS AVAILABLE

THE FIBERGLAS WORKS Presents INC

INDESTRUCTABLE BEASTS

T-129



from the Fiberglas Works. Moto-cross goers get ready for two tough tanks made of Uralite® which weigh only 1.5 pounds.

The T-129 European Style Universal Tank fits any bike.

The T-133, is a super narrow 1.5 gallon Husky Tank. Both tanks come in standard colors and primer, and include mounting kit and a 100% life-time guarantee. $39.95

THE FIBERGLAS WORKS, INC.
328 Engalls, Santa Cruz, Ca 95060 (408) 426-7305 T-133

MOTOCROSS

HARD CORE

photography and up-to-the-minute news on motorcycle action in your back yard and around the nation.

Now 3 great editions, WEST, EAST, & DIXIE. Get the news while it's still news - send for free sample of *your* edition. Enclose 25¢ for postage and handling.

CYCLE NEWS
Circ 7
P.O. Box 498
Long Beach, Ca 90801

MOTORCYCLE INSURANCE

Insure with the Largest Oldest and most Reliable

All forms of insurance for Motorcycle and Scooter Owners, and Riders At Low Rates.

- Bodily Injury and Property Damage Liability
- Fire, Theft & Collision

Write for applications and information on our new budget premium plan. No obligation. Immediate coverage on acceptable applicants. Local adjusters handle your losses. All ages accepted except those under the age of 16 in Colorado and Minnesota, and under 21 in Washington, D.C. (No insurance written for residents of Maryland, Massachusetts, New Hampshire, New York, Nevada, North Carolina, South Carolina or Virginia.)

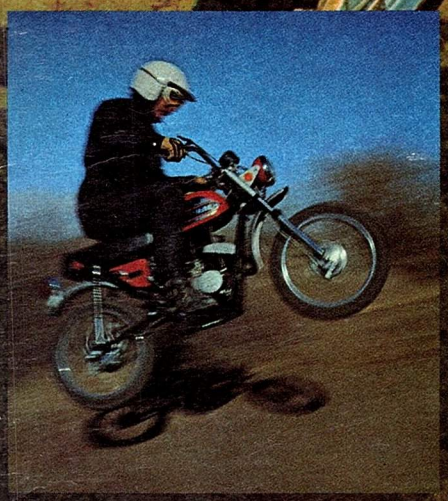
MOTORCYCLE UNDERWRITERS
39 So. La Salle St. • Suite 1116-L
Chicago, Illinois 60603

YAMAHA ENDURO Repair Manual

The only complete repair manual for all 1968-71 Yamaha Enduros (90, 125, 175, 250, 360)! Manual has 116 pages with over 300 illustrations, containing tune-up info, repair procedures and full specs. Size is a large 7x10 inches with entire chapter describing how to set up bikes for competition, including GYT-Kit part numbers, other vital facts. Yamaha manuals also available for all '63-71 50,63,70cc models, including the Mini-Enduros, all '64-71 Twins. Manuals are $4.50 + 50¢ p&h except Twins manual ($5.50 + 50¢ p&h). Be certain to specify manual desired!!! Send check or money order. Calif. residents 5% tax.

These manuals contain accurate, easy-to-follow instructions for average owners with common hand tools, and cover tuning, all maintenance, trouble shooting, and overhaul of engines, transmissions, carburetion, electrics and frames in greatest detail !!! Do This: Write Dept. Y-281 to guarantee return mail shipment!

SPEEDCENTER, U.S.A.
825 S. VICTORY BOX 470 BURBANK, CA. 91502 (213)845-8848



A first bike that doesn't look it.

The ST80 from Chaparral.

Your first bike, right?

You've done a lot of looking. And probably more riding than you'd care to admit. The big bikes still leave you a little shaky. And the little ones leave you absolutely nowhere.

Ok. Tell you what. Ride the ST80. It's brand new from Chaparral and we'll bet it's what you're looking for. The ST80 isn't a minibike. And it's not a big hog. It's got big, easy-to-handle 15-inch wheels and the guttiest 80cc two-stroke on the market. Plus a fast-change 4-speed gear box.

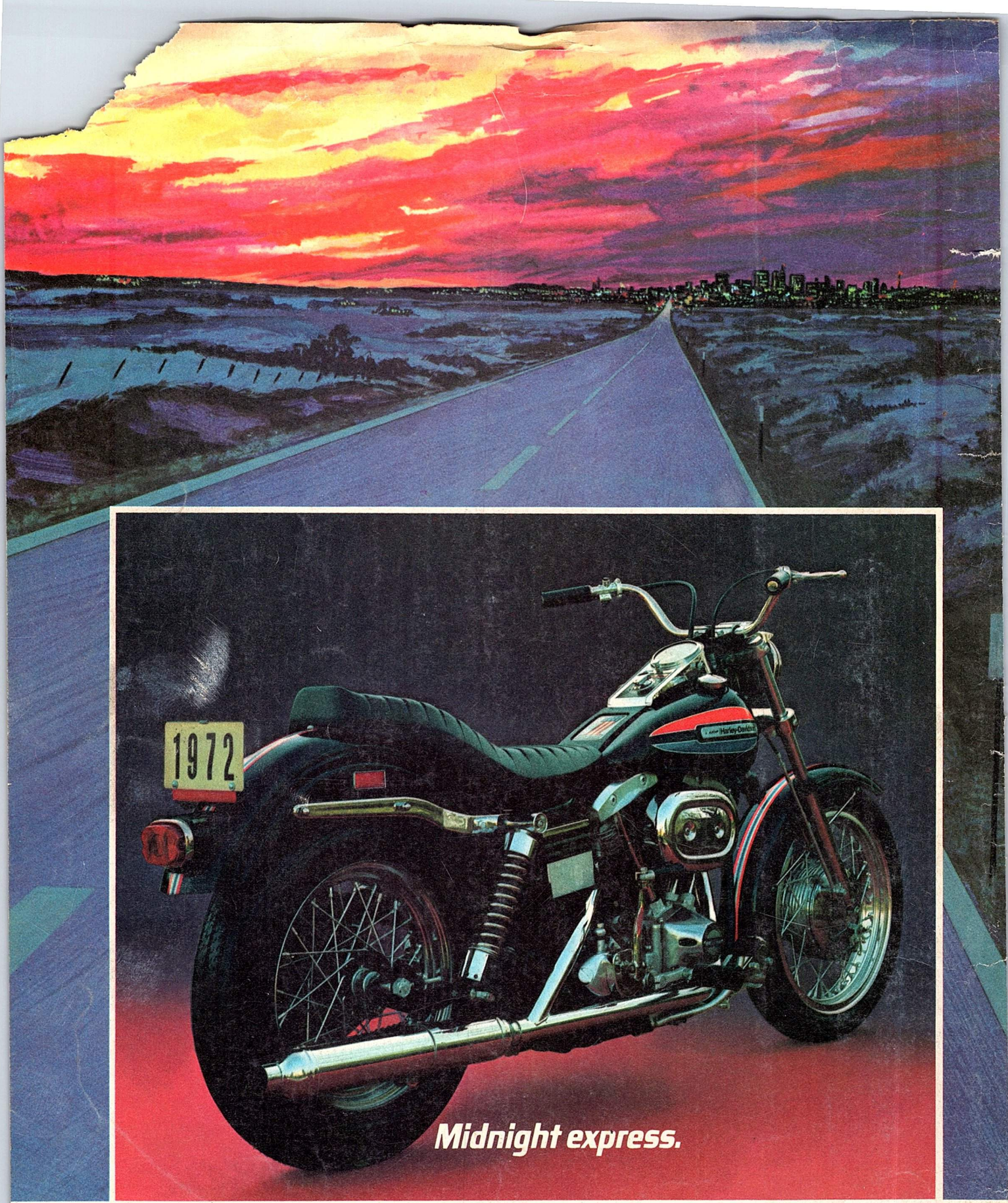
And if you want to be cool about the parent thing, take your dad along when you ride the ST80. Then make sure he cranks it out a few times. Do this. And you'll probably go home with a bike. Maybe two of them.

The ST80 from Chaparral. A whole new idea in bikes.

CHAPARRAL

minicycles / snowmobiles / bicycles

CHAPARRAL INDUSTRIES, INC. • AN ARMCO COMPANY • 5995 North Washington Street, Denver, Colorado 80216



A muscle machine with a will of its own. The night train...that comes alive when the sun goes down. To shut down anyone who picks up the challenge. AMF | Harley-Davidson, Milwaukee, Wisconsin.

Super Glide. another outperformer from Harley-Davidson.